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JULY 2 - 8, 2006

American Profile

MIDWEST EDITION

America's Flag Maker

Annin & Co.
stitches Old Glory
for the nation

INSIDE:

- Santa Paula, Calif.
- Get your kids outside to play
- Rick's chicken & salmon cakes

SPECIAL Statler Brothers Farewell Concert offer on page 12!

Ask American Profile

Q In the movie *Parent-hood*, there was a young actor named Leaf Phoenix who looks a lot like actor Joaquin Phoenix. Are they related?

—Rhonda Caswell, Cleveland, Texas

Actually, Leaf and Joaquin are the same person. He was born Joaquin (pronounced Wah-KEEN), the middle child of five. But when his show-biz siblings took names of earthy elements like River and Rain, he decided to change his to Leaf while raking the yard one day. In *Parent-hood*, Phoenix was indeed Leaf, but the actor reclaimed his birth name in the 1990s before appearing in *Gladiator*, *Ladder 49*, *The Village*, *Hotel Rwanda* and, most recently, portraying Johnny Cash in *Walk the Line*, for which he was nominated for an Academy Award for best actor.



Joaquin Phoenix in *Walk the Line*

Q Do you know the significance of the wedding-type ring that Oprah wears on her left little finger?

—Kathryn B. Selness, Rochester, Minn.

"I had some diamond earrings that were too big; they were too gaudy," Oprah says. "So I had them taken apart, and I had all of the diamonds done into 10 different little rings and gave them to different friends." And she kept one for herself!



Oprah Winfrey wears a special pinky ring.

Q Whatever happened to Paul Williams?

—Hope F., Goldsboro, N.C.

One of contemporary music's most prolific and praised songwriters, Williams wrote "Evergreen" and other classics such as "Rainbow Connection," "Just An Old Fashion Love Song" and "We've Only



Entertainer Paul Williams

Just Begun." Caught up in success and excess in the 1970s, he became an alcoholic, but later chose sobriety and spent three years helping others in recovery. After a lengthy period of creative inactivity, he returned with a flourish, releasing a new album, *Back in Love Again*, in 1997; writing a 1998 country hit, "You're Gone," for the band Diamond Rio; composing the songs to a new theatrical musical based on the TV show *Happy Days*; and adapting the

book *Chicken Soup for the Soul* as a stage show. "It's Rip Van Williams," he says. "I went away and now I'm back." ☆

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* Cover photo by Getty Images

Two and a Half Men's Jon Cryer, Angus T. Jones and Charlie Sheen

Q Do the stars of *Two and a Half Men*—Charlie Sheen, Angus T. Jones and Jon Cryer—actually sing the opening song on the show?

—Deb Downs, Rozet, N.Y.

Even though the show has done a great job making it look like the trio is singing, the actors actually are lip-synching to a track performed by studio singers.

■ **WHAT MAKES YOUR HOMETOWN GREAT?** *American Profile* wants to know in 200 words or less what makes your hometown great. You can tell us about your town's unique history, its current claim to fame, the wonderful townspeople, or simply explain the sense of pride you have from living there. The best responses will be featured in an upcoming story.

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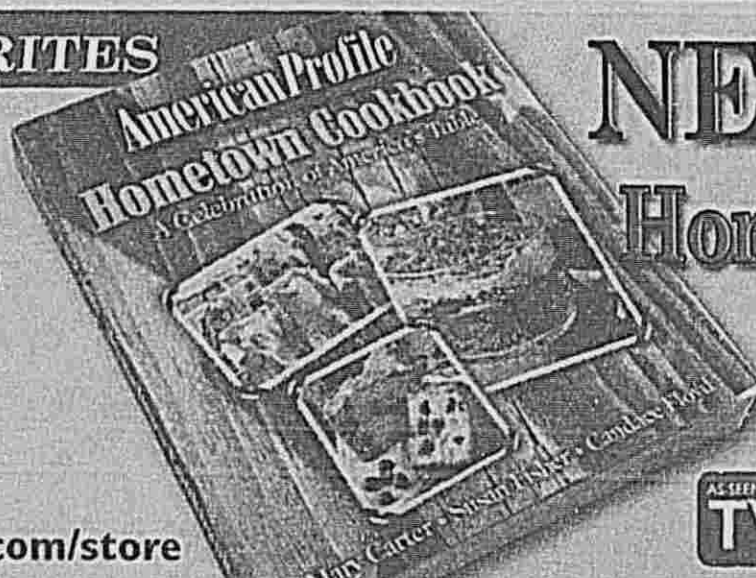
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Hometown Spotlight

California's Citrus City

by ELISABETH
DEFFNER

Bees buzz among lemon blossoms on the JK Thille Ranches in Santa Paula, Calif. (pop. 28,598), pollinating a crop that has yielded fruit—and prosperity—for four generations of the Dorcas McFarlane family.



Dorcas McFarlane

As McFarlane strolls through the orchard, she inspects rows of lemon and avocado trees. "I'm looking at color, growth patterns and whether we replanted too close to an old tree," says McFarlane, 74, whose great-great uncle Wallace Hardison planted some of Ventura County's first citrus trees more than a century ago.

Lemons are a leading crop in Santa Paula and Ventura County, where 347,000 tons of the fragrant fruit were harvested in 2004. Ventura is the nation's top lemon-producing county and Santa Paula is nicknamed the Citrus Capital of the World.

Nature blessed Ventura County with the ideal combination of good soil, year-round sun and cool ocean breezes for growing a variety of fruit crops, including avocados, strawberries, oranges and lemons.

Some 150 growers in the Southern California county produce more than 40 percent of the nation's lemons on 23,000 acres of land. The lemons are trucked from the orchards to the packinghouses, where they are cleaned, sorted, waxed and boxed for shipping. Three-fifths of Ventura County's lemons are sent overseas, mostly to Asia. The remaining fruit ends up in supermarkets and restaurants across North America.

"Lemons have a winter pick and summer pick. (Ventura County is) the only place in the United States, basically, that's able to have a summer pick," explains Earl McPhail, the county's agricultural commissioner. The winter harvest starts in December or January, and the summer pick in June, July or August. But out in the orchards—where a tree may bear blossoms, young green fruit, pale yellow fruit, and fully mature lemons all at once—that translates into workers plucking ripe fruit virtually year-round.

Santa Paula's first citrus trees actually were orange trees planted in 1874 on land owned by town founder Nathan Weston Blanchard. It took 14

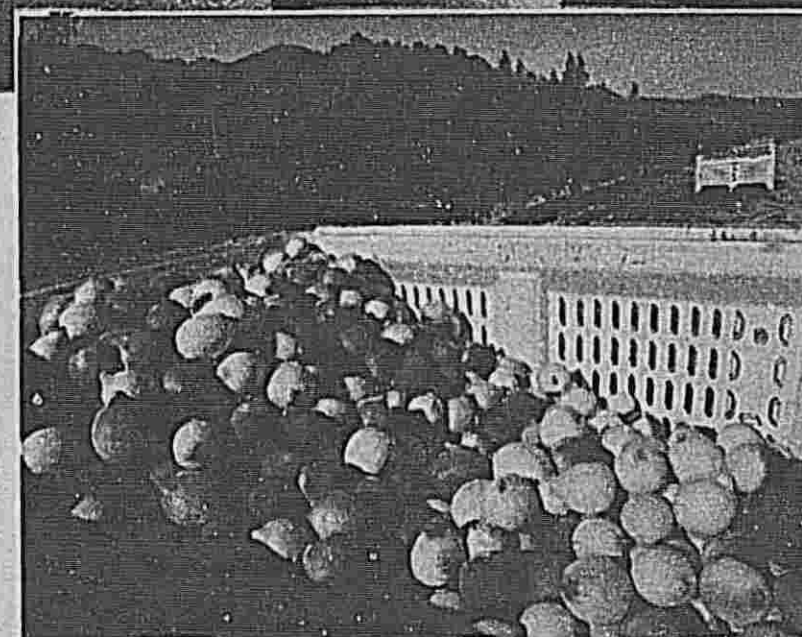
years for the trees to bear fruit but, when they did, the town blossomed, land prices soared and the population boomed. In 1893, Blanchard and Hardison founded the Limoneira Co., now the oldest ongoing citrus operation in California. The citrus industry continued to grow, and years before its 1902 incorporation, Santa Paula garnered its reputation as the "Lemon Capital of the World."

Lemons remain a principal crop and way of life around Santa Paula, though strawberries and nursery stock have replaced lemons as the leading cash crop in the county's \$1.3 billion agricultural industry. In Santa Paula itself, avocados vie with lemons as the main crop, and Limoneira Co.—despite its lemony name—is the nation's largest avocado-grower.

Still, lemons and oranges are what Santa Paula celebrates each July during the Citrus Festival, established in 1967. Lemon-eating and lemon-peeling contests and bobbing for lemons and oranges make the festival an old-fashioned, family-friendly good time.

During the festival, orchards around Santa Paula buzz with the activity of bees pollinating the crop and farm workers harvesting the fruit that built the town's reputation as a citrus city.

In the shade of a lemon orchard, Lalo Berumen, 63, supervises a crew of fruit pickers clipping stems and dropping their fragrant harvest into lumpy canvas bags. Berumen, a foreman for the Limoneira Co., knows the drill well, having started work at



Ventura County leads the nation in lemon production. Limoneira 45 years ago as a 17-year-old picker.

"In the summer, the sun is pretty bright. You look at lemons all day long, and get blind," he quips while overseeing last summer's harvest. "Everywhere you look, there's lemons!" ☆

Elisabeth Deffner is a freelance writer in Orange, Calif.

Santa Paula's 39th annual Citrus Festival is scheduled July 14 to 16. Visit www.ci.santa-paula.ca.us for more information.

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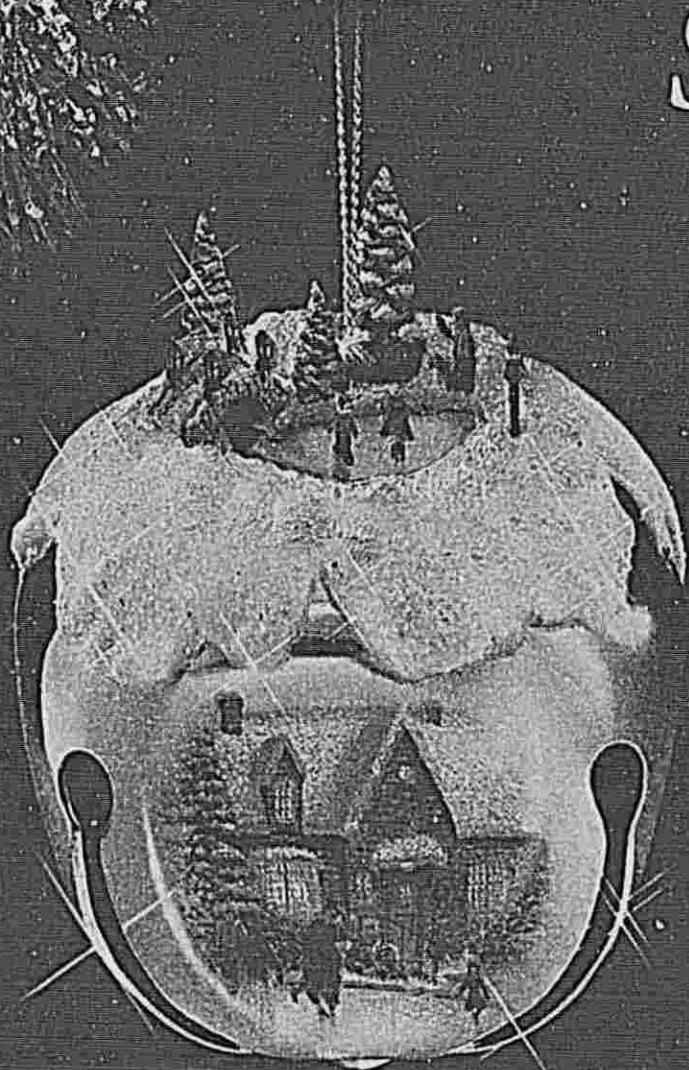
A mural in downtown Santa Paula pays tribute to the local citrus industry, started by Nathan Weston Blanchard (inset) in 1874.

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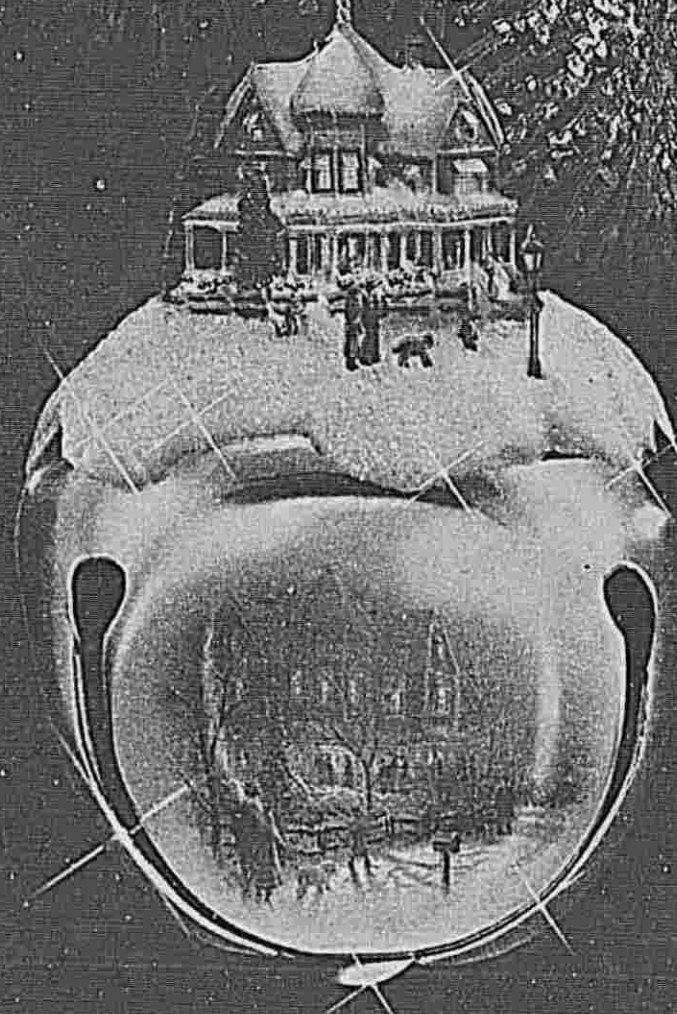
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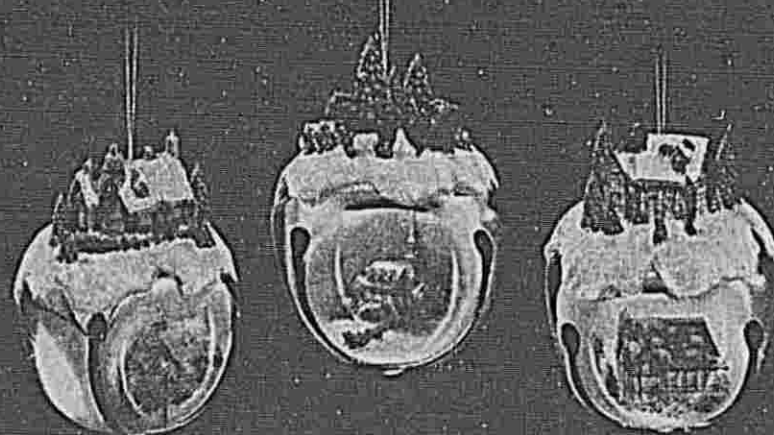
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America's Flag Maker

by WARREN D. JORGENSEN

From a mountain on Iwo Jima

to the surface of the moon, from exotic ports of call to the North and South poles, from atop Mount Everest to the rubble of the World Trade Center, Americans and the world have seen, flown and saluted U.S. flags made by Annin & Co. for nearly 160 years.

The world's largest and oldest flag company, Annin & Co. and its 500 employees produce literally miles of stripes and a multitude of stars that go into 15 million U.S. flags a year. All are made in the U.S.A.—at manufacturing plants in Verona, N.J. (pop. 13,533), South Boston, Va. (pop. 8,491), and Coshocton, Ohio (pop. 11,682).

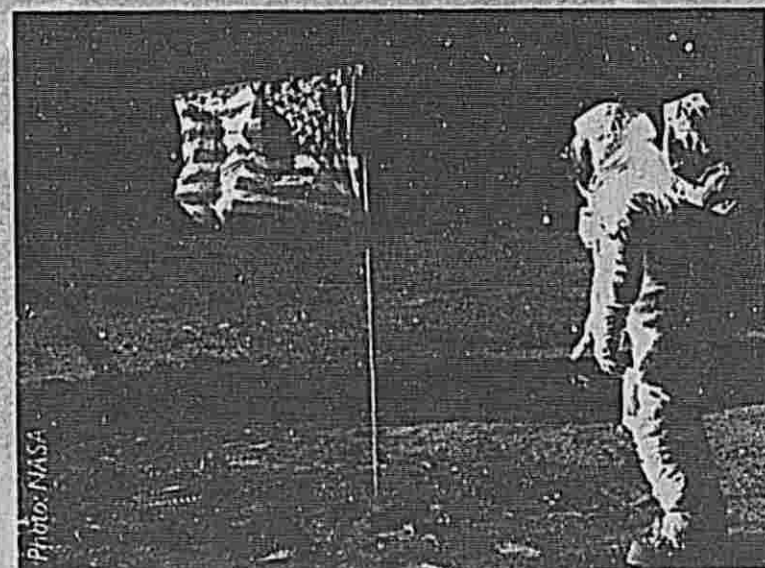
"Patriotism demands that an American flag has to be made in America," says Carter Beard, who with his cousin, Randy, represent the sixth generation to help run the business, based in Roseland, N.J. (pop. 5,298). "We hire the best workers, train them and give them the best machines, and from that we get the highest quality flag."

The company's roots go back to 1820, when Alexander Annin opened a small flag-making shop on the New York City waterfront, where ships bound for the four corners of the world did so under Annin-made flags. Annin's sons, Edward and Benjamin, followed in their father's footsteps and in 1847 founded Annin & Co., moving to a large full-service factory on New York's Fifth Avenue. The company enjoyed success from the start, especially with its American flags.

Woven into American history

In many ways, the company's story is interwoven with the story of America itself.

In 1849, Annin-made American flags were flown at the inauguration of President Zachary Taylor, starting an inaugural tradition that



An Annin & Co. flag landed on the moon in 1969.

has continued through the inauguration of President George W. Bush.

"We made the flag that draped Abraham Lincoln's coffin (in 1865), something we are especially proud of," Beard says.

By the close of the 19th century, regard for the Annins' product had spread, and the company's flags were hoisted at foreign expositions, world's fairs and at the opening of the Brooklyn Bridge in 1883.

Exploration and involvement in world affairs consumed America during the 20th century, and Annin was there. The company's flags were planted as symbols of success during Commander Robert E. Peary's expedition to the North Pole in 1909, Admiral Richard E. Byrd's expedition to the South Pole in 1930 and the *National Geographic* expedition to Mount Everest in 1963. It was an Annin-made flag that Marines raised atop Mount Suribachi on Iwo Jima in 1945, memorialized in a classic Associated Press photograph.

On July 20, 1969, Neil Armstrong and "Buzz" Aldrin stepped out from the Lunar Module and planted an Annin-made U.S. flag on the moon's surface, where it remains today. "We were a supplier to NASA... We officially submitted flags to NASA for the moon missions, and ours was picked," says Beard, who was age 4 at the time.

The world's largest American flag—104 feet by 235 feet—was made by Annin for the J.L. Hudson Co. in Detroit in 1949 and was retired in 1976 to the Smithsonian Institution. It was Annin artist Newt Heisley who designed the POW/MIA flag, which was never copyrighted because the company decided the patriotic symbol belonged to all Americans.

U.S. Marines hoisted an Annin-made flag on Iwo Jima in 1945.



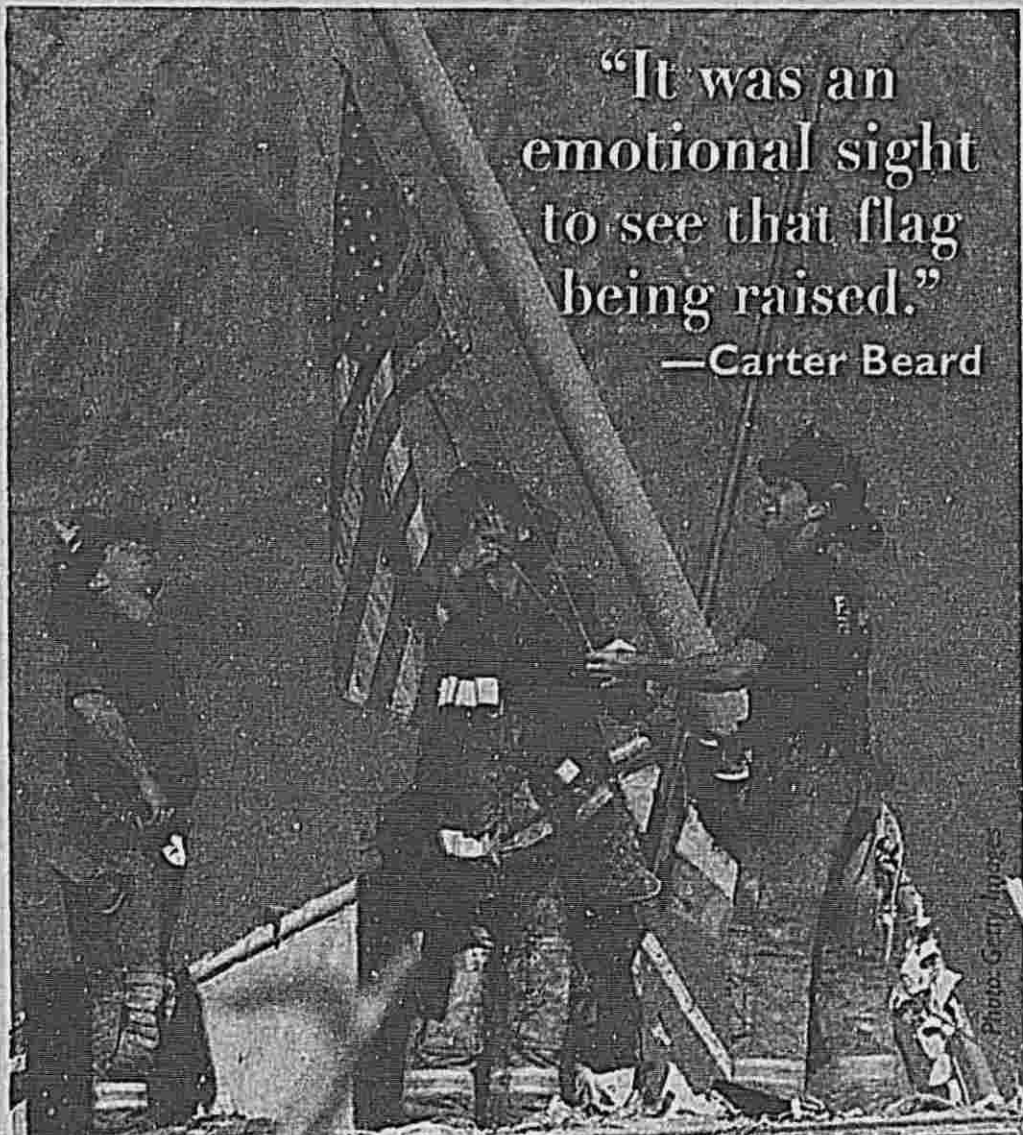
Carter Beard

Photo: Warren Westura

Photo: AP/Wide World

"It was an emotional sight to see that flag being raised."

—Carter Beard



Firemen raised an Annin-made flag after the events of Sept. 11, 2001.

Perhaps the nation's most recent memory of an Annin-made flag came after the events of Sept. 11, 2001, when firemen raced to a nearby marina and grabbed a ship's American flag to raise over the rubble of the World Trade Center. The photographed moment became the iconic image of that tragic day. "Everyone here was extremely proud that it was an Annin flag," says Beard, his voice mixed with pride and regret. "It was an emotional sight to see that flag being raised."

Flag maker to the world

Annin annually produces 30 million flags of all kinds. The company has made state flags that fly over every state Capitol in the nation, and appear in every parade where the American

Legion, Veterans of Foreign Wars or Boy Scouts participate. As the official flag maker to the United Nations, Annin manufactures each flag waving in front of the U.N. headquarters in New York City.

Despite technological advances, the Verona plant, built in 1916, remains the heart and soul of the company, where custom-made flags—American, state and any one of thousands of custom designs—are crafted by hand. There, seamstresses carefully sew stars and stripes, while highly trained embroiderers create meticulously detailed flag designs with foot-operated sewing machines. It's a slow learning curve, where training an embroiderer can take up to four years.

"I'm very proud of what we do here," says Plant Manager Joe Vallone, as he watches workers fold

a custom-made 30-by-60-foot American flag that took four workers 10 days to create. "There are machines that can do similar work," he says, "but nothing like what you'll see when they're made by hand."

Elisa Vaca, 61, of Bloomfield, N.J. (pop. 47,683), began working as a seamstress for Annin 35 years ago. Her pride and joy is a 60-by-90-foot American flag that often hangs from the George Washington Bridge between New York and New Jersey. It is only displayed on special occasions and retracts into the bridge tower when not in use.

"I take my brother (to the bridge) to see it, and I tell him, 'See, I made that,'" Vaca says. "It was so big, and up there it looked so small. I am very proud."

(Continued on page 15)

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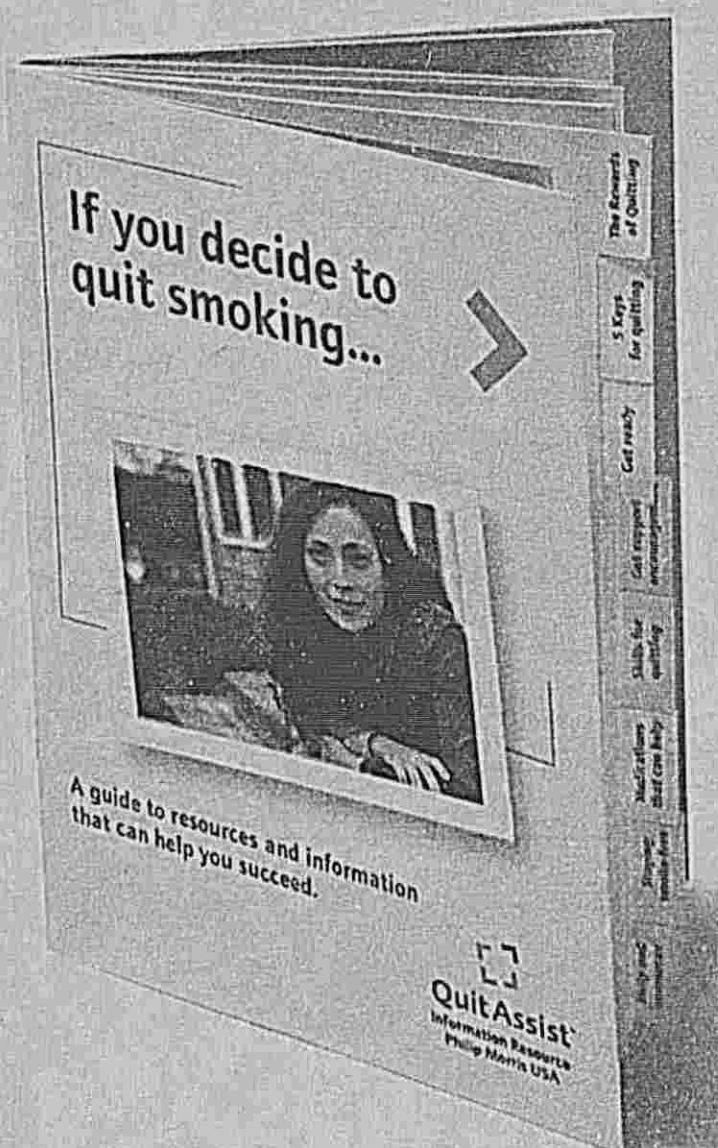


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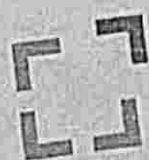
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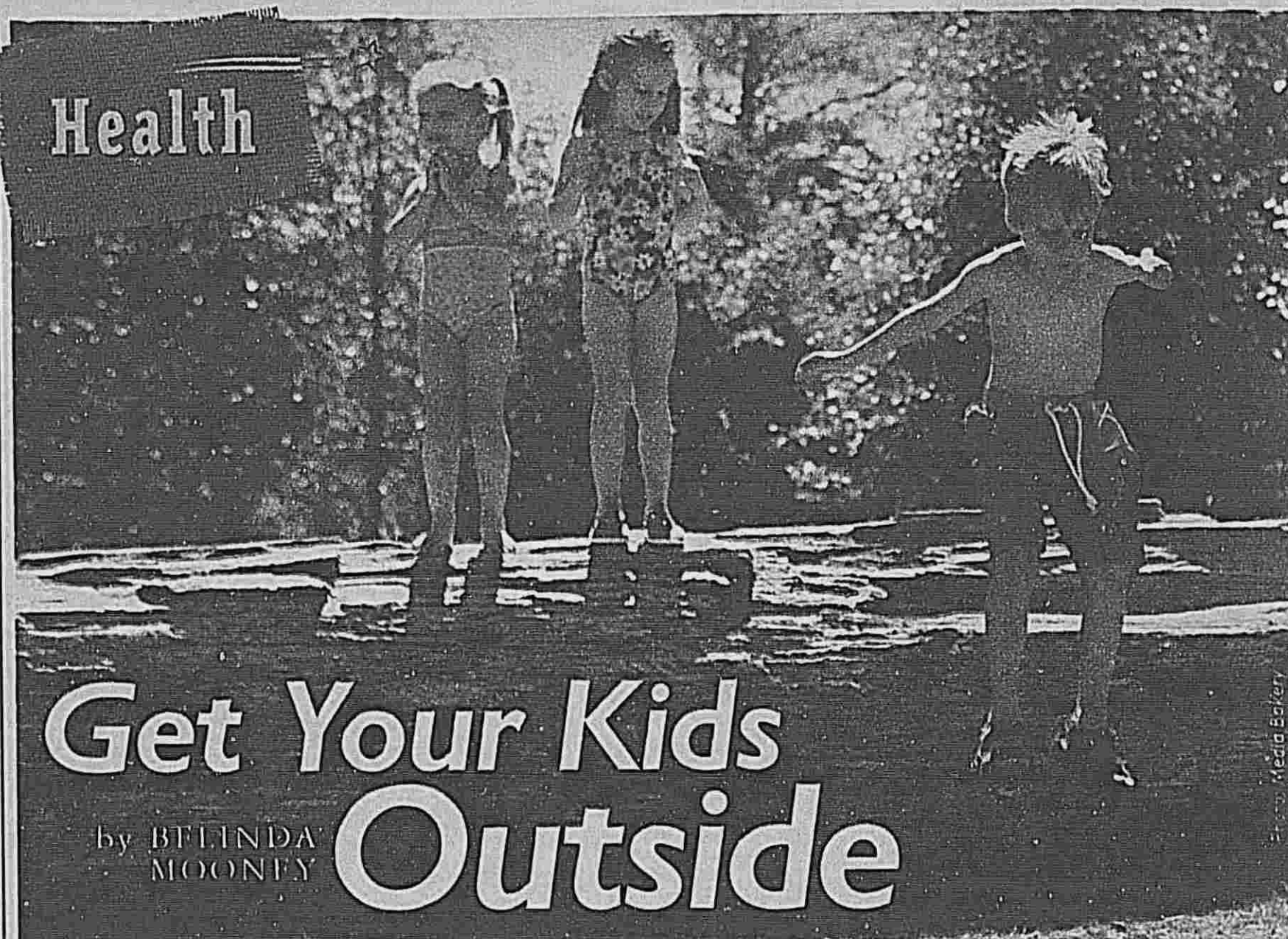
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Building forts in the woods, playing baseball at the corner lot, swinging on a backyard tire. Sounds like a typical afternoon for most children, right? Think again. Healthy outdoor play for kids has declined significantly in the past generation, according to physical education experts.

In a 2004 study, 70 percent of moms interviewed said they played outdoors every day as children, while only 31 percent said their children play outdoors as often. And the study's author says the trend is growing as television programs and computer games are increasingly designed to target youngsters. "Even two years after the study, children are staying indoors more and developing poor eating and physical activity habits—and at a younger age," says Rhonda L. Clements, professor of education at Manhattanville College in Purchase, N.Y., and a past president of the American Association for the Child's Right to Play.

Clements urges parents, educators and recreation specialists to get children off the couch, away from the TV screen and into the great outdoors—especially given the dramatic national increase in childhood obesity. "The most critical benefit of outdoor play is that it develops a child's physical and motor skills," Clements says. "It's easily the best setting to let a child move vigorously and be noisy and have a healthy overall development."

But there's more. Playing outside inspires children's imaginations, unleashes creativity and relieves stress. Exploring nature opens their eyes to the world around them, beyond what they see through

television, computers and books. It lets them use all of their senses—not just seeing and hearing—and gives them a chance to interact with people and with nature instead of just with a video game controller and remote control.

Moms agreed that when their children played outside regularly, their grades improved, self-esteem increased and creativity flowed. Not to mention sleeping better from all that activity.

There are simple ways for parents to encourage their children to engage in outdoor, active playtime. Let them have some say in what they do outdoors. Allow them to choose between riding their bikes or going for a walk with you. Only allow them to watch TV after they have played outside for a specified amount of time. Take daily walks together. Dedicate time each week to going outside to play together. Dress them in play clothes, and arrange outdoor play dates with other children to let them interact with other kids and develop social skills.

The outdoors is filled with many body-exercising, memory-making things to do. Plant a garden, barbecue dinner, put up a tent in the backyard or hold a scavenger hunt. Encourage children to create activities using natural objects such as rocks, twigs and water. Let them draw in the dirt, make mud pies and jump in a pile of leaves.

"Children have wonderful imaginations," Clements says. "Just allow them time to go out and get dirty." ✧

Belinda Mooney is a freelance writer in Helena, Mont.

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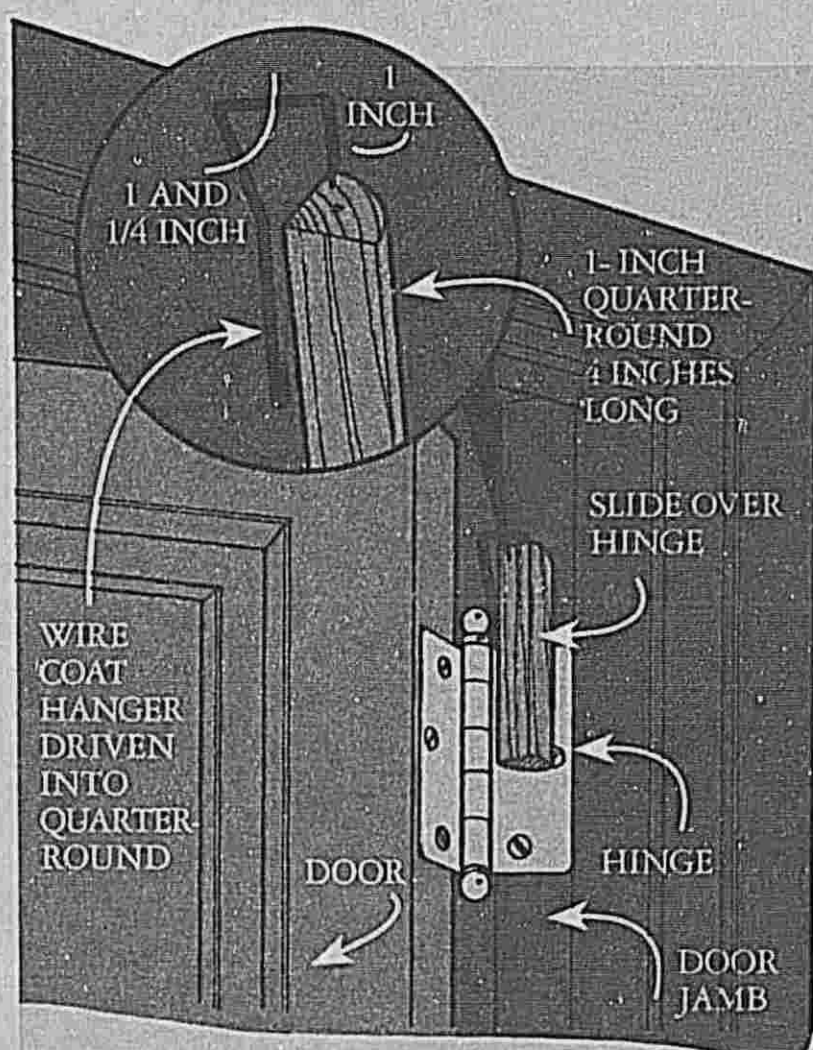
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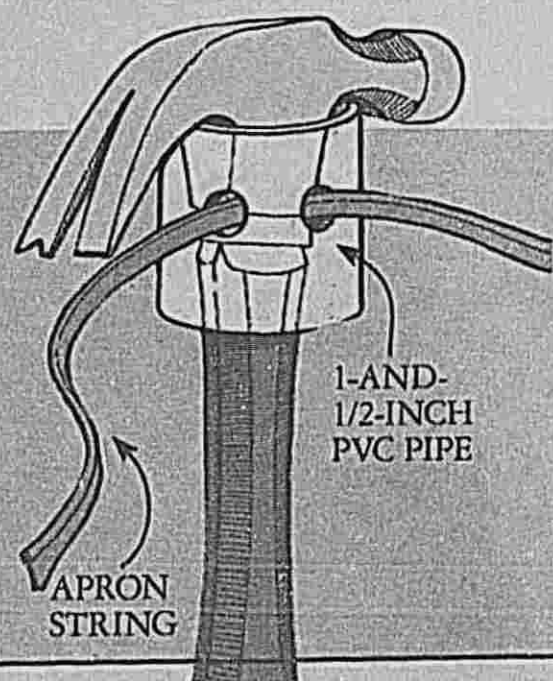
Handy Hints

Helpful Tips for Around the House



Toddler finger saver

If your toddler loves to open and close doors, make this simple finger protector. Drill a small hole in a 4-inch section of quarter-round molding, drive a bent coat hanger into the end, then hook it over a hinge. It's easy to remove when you want to close the door.



Hammer hanger

Make a handy hammer hanger to use when you're wearing a cloth nail apron. Drill two holes in a 1-and-1/2-inch PVC coupling, then thread one of the ties from the apron through the holes.

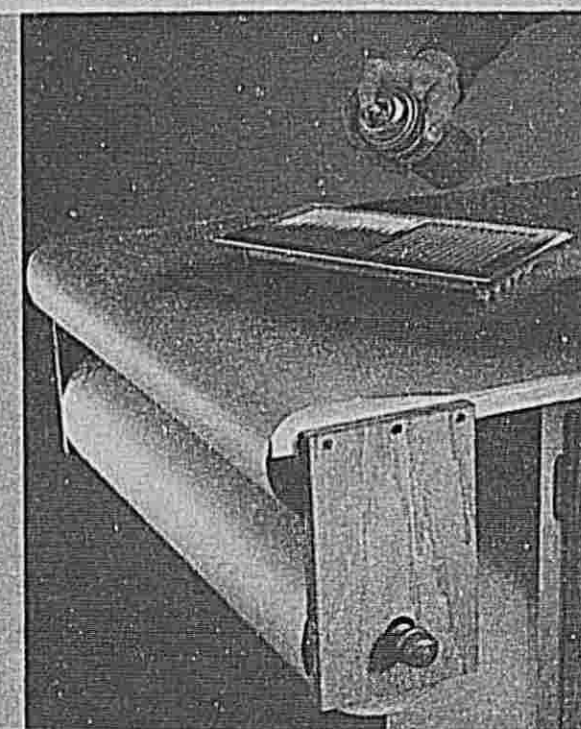
At-the-ready kraft paper

What can you use kraft paper for in a workshop?

- Protect your workbench top from glue, paint and stains
- Make templates for curved pieces (even big ones)
- Provide a clean, dust-free surface for varnishing
- Wrap up those just-made shop gifts.

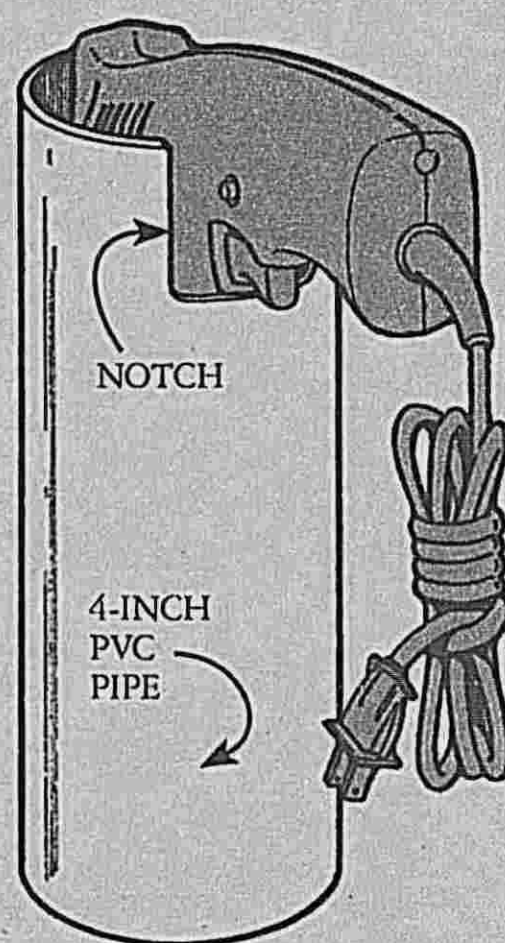
Make a simple kraft paper dispenser out of a couple of wood scraps, a length of pipe and two pipe caps. Hang it below the end of your workbench so you can roll out the paper when you need it.

A 24-inch wide, 30-pound roll will last years and costs about \$30 from a paper distributor or art supply store.



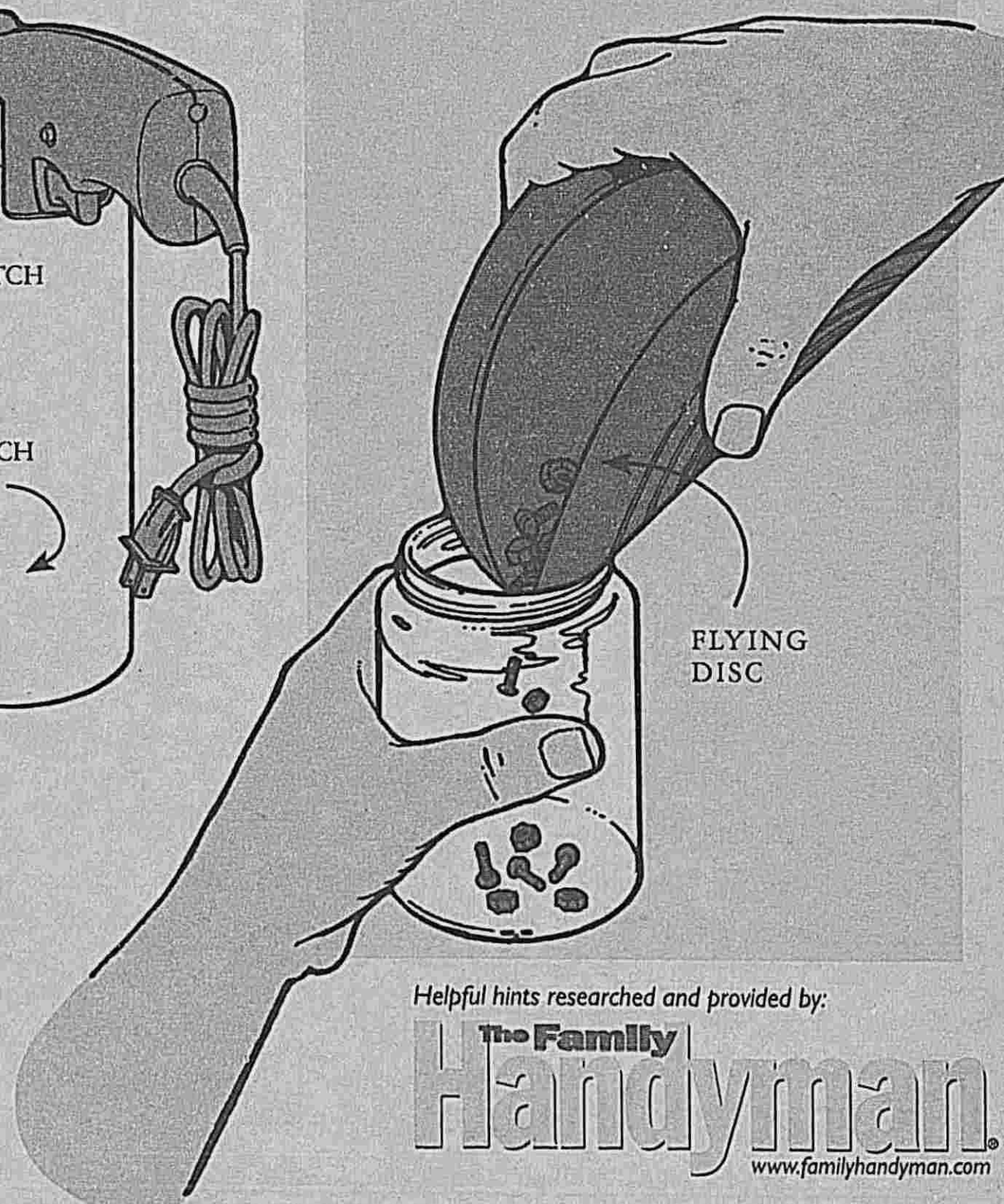
Drill case

Here's a slick way to keep your power drill handy. Cut a 12-inch length of 4-inch-diameter PVC pipe, then use a jigsaw to create a notch for the drill handle. Mount the holder on your workshop wall or workbench.



Playful nut and bolt sorter

Next time you're looking for that just-right nut or bolt, dump your jar of miscellaneous fasteners into a Frisbee, rather than all over your workbench. You can rummage around without stuff falling onto the floor—and when you're finished, bend the disc in half and funnel everything back into the container.



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ILLINOIS—In 1922, John Tate Riddell, a coach at Evanston Township High School, invented removable cleats for football shoes, replacing the nailed leather cleats that in bad weather required a cobbler's services to switch them to longer mud cleats.

INDIANA—Two of Hollywood's most beloved musicals, *West Side Story* and *The Sound of Music*, were produced and directed by Robert Wise, born in 1914 in Winchester (pop. 5,037). The Oscar winner died in September.

IOWA—Hotel Manning is a classic example of Steamboat Gothic architecture and has stood on the banks of the Des Moines River in Keosauqua (pop. 1,066) and welcomed guests since 1899.

KANSAS—Gordon Parks, the first African-American photographer for *Life*, worked for the magazine from 1948 to 1968 and used his camera to highlight poverty and racism. He died in March and is buried in Fort Scott (pop. 8,297).

MICHIGAN—Adolph "Ad" Wolgast, a scrappy 5-foot-4-inch boxer nicknamed the "Michigan Wildcat,"

held the world lightweight boxing title from 1910 to 1912. He was born in 1888 in Cadillac (pop. 10,000).

MINNESOTA—The "Curling Capital of the United States" is Bemidji (pop. 11,917), where the men's and women's U.S. Olympic curling teams are based. The town gave a hero's welcome in March to Pete Fenson, skip of the U.S. men's curling team, which won an Olympic bronze medal in Italy in February. Curling is a precision sport played on ice.

MISSOURI—A ship-shaped *Titanic* museum opened in March in Branson (pop. 6,050) and includes 400 artifacts from the 1912 shipwreck, including a menu worth \$100,000. Boarding visitors are given the identity of an actual passenger during tours of the unusual interactive museum.

NEBRASKA—Bellevue (pop. 44,382) began as a fur trading post in the early 1800s and is the state's oldest continuous settlement. Among its historic attractions are the Fontenelle Bank, built in 1856; First Presbyterian Church's original building, constructed in the late 1850s; and the old log cabin which, according to legend, was built along the Missouri River in the 1830s.

NORTH DAKOTA—On Jan. 12, 1888, a mild day ended with a blinding snowstorm and hurricane-force winds across the Dakotas and Great Plains, leaving up to 500 people dead, many of them schoolchildren trying to walk home. The disaster is called "the children's blizzard."

OHIO—In 2004, the Buckeye Bullet, an electric car designed and built by students at Ohio State University in Columbus, set an international speed record of 271 mph, becoming the world's fastest electric car.

SOUTH DAKOTA—Established in 1928 by Art B. Thomas in Lennox (pop. 2,037), Thomas Carnival Inc. continues to light up towns across America. Some of the founder's descendants operate the carnival, which today is based in Austin, Texas.

WISCONSIN—Door County cherries and Wisconsin-grown cranberries flavor some of the fruit wines made by von Stiehl Winery in Algoma (pop. 3,357). Established in 1967, von Stiehl is the state's oldest licensed winery. ★

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All submissions and photos become the property of American Profile. (Sorry, we can't return any materials.) Deadline for submissions: August 1, 2006. One recipe per envelope, please.

RECIPE: Rick's Chicken

American Profile



Rick Dykes
Granbury, Texas



Rick's Chicken

12 to 16 boneless, skinless chicken thighs
Cavender's Greek Seasoning
12 to 16 small jalapeno peppers
1 pound sharp Cheddar cheese
1 pound bacon, uncooked
Toothpicks

Prepare grill for cooking. Rinse chicken thighs; coat lightly with seasoning. Wearing gloves to protect your hands, slice peppers lengthwise and remove seeds. Slice cheese into pieces that will fit inside peppers. Stuff each pepper with a piece of cheese. Pound chicken thighs with a meat tenderizer to flatten. Wrap each pepper with a chicken thigh. Then wrap a piece of bacon around each chicken thigh. Secure well with toothpicks. Grill over low heat for 40 to 45 minutes, turning as the bacon cooks. The bacon will shrink and hold everything together. Allow chicken to cool. Remove toothpicks and slice into 1/2-inch rounds. Serves 8 to 10.

Photo: Mark Boughton Styling: Teresa Blackburn

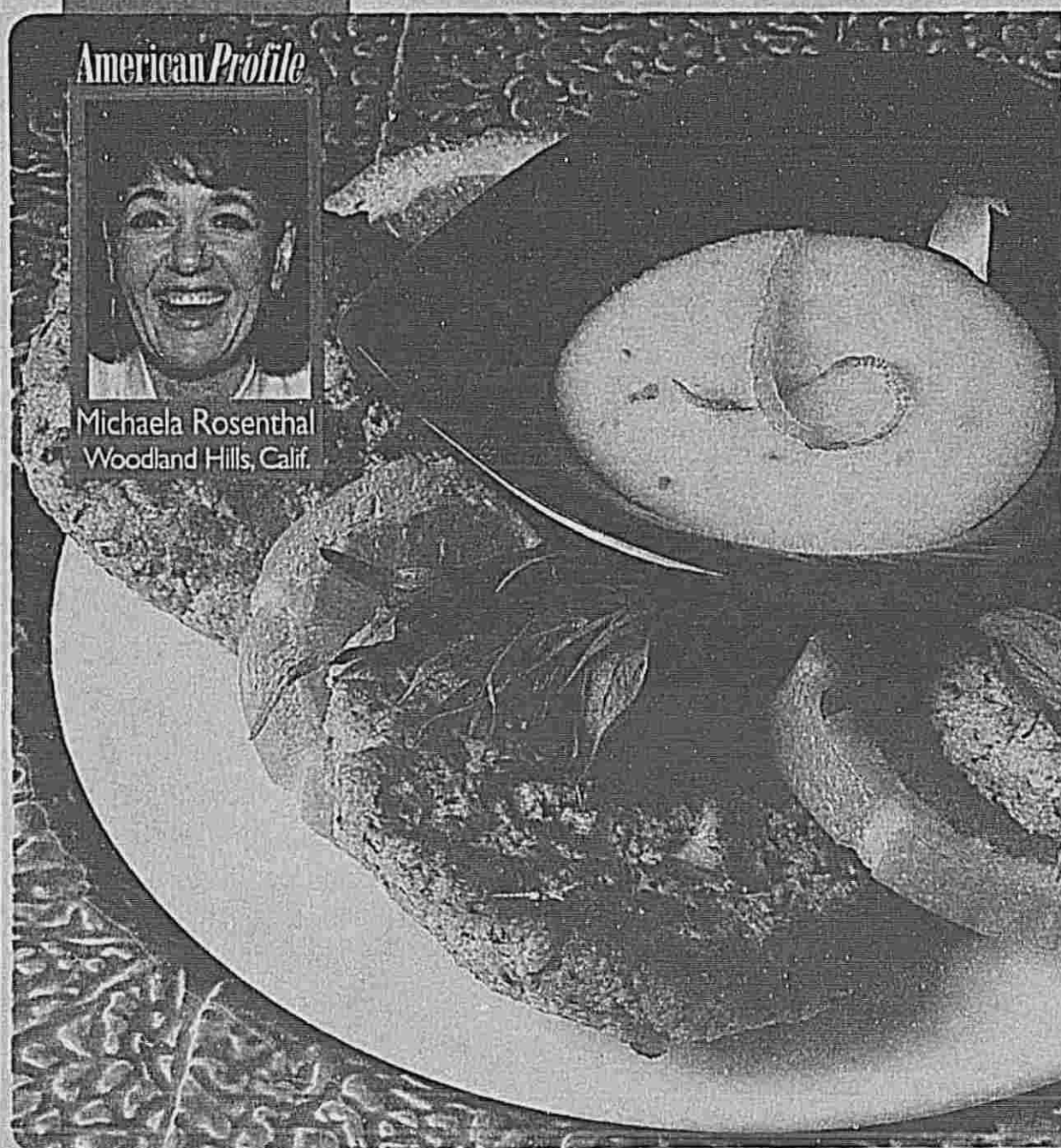


RECIPE: West Coast Salmon Cakes

American Profile



Michaela Rosenthal
Woodland Hills, Calif.



West Coast Salmon Cakes with Tangerine-Tarragon Sauce

Salmon cakes:

1 pound fresh salmon
1 tangerine, juice and zest
1 large egg, beaten
1 tablespoon heavy cream
1 teaspoon Dijon mustard
1/4 teaspoon ground red pepper
1 tablespoon chopped tarragon
1/2 cup crushed buttery crackers, such as Ritz
1/2 cup plain breadcrumbs
Vegetable oil

Sauce:

1/2 cup fresh tangerine juice
2 tablespoons fruit-flavored vinegar
2 shallots, peeled and minced
1/2 teaspoon sea salt
1/2 teaspoon ground red pepper
3/4 cup unsalted butter, cut into cubes
1 tablespoon heavy cream

Preheat oven to 350 degrees. Place salmon on a large square of heavy-duty foil. Squeeze tangerine juice over salmon and sprinkle with zest. Bake 20 minutes or until fish flakes. Remove skin and bones and flake fish into a glass bowl. Add egg, cream, mustard, red pepper, tarragon and crackers. Mix well. Divide mixture into eight patties. Coat with breadcrumbs and refrigerate for 30 minutes.

To prepare sauce, boil juice, vinegar and shallots until liquid is reduced to about 2 tablespoons. Add salt, red pepper and butter, several cubes at a time, whisking constantly. Remove from heat when butter is incorporated. Whisk in cream. Keep sauce warm until salmon cakes have finished frying.

Fry salmon cakes in oil until golden brown, about 3 to 4 minutes per side. Garnish with warm tangerine sauce.

Note: Use oranges if tangerines are not in season.

Photo: Adam Barnes Styling: Cheryl Barnes





Manager Joe Vallone and seamstress Elisa Vaca

(Continued from page 7)

Red, white and blue

While standard American flags are sold in volume through the large chain stores, Annin's continued success lies in its nationwide network of more than 2,000 mom-and-pop flag shops, such as The Flag Lady in Columbus, Ohio.

"My mother said that Annin made the best-looking, longest-lasting American flags," says Lori Watson, 47, who runs the Ohio flag shop started by her mother more than 30 years ago. "We made the choice to only sell Annin flags, and we've never been sorry that we did. We swear by their quality."

But perhaps the greatest reason for Annin's success and longevity is the American people themselves, says flag historian Whitney Smith, founder and director of The Flag Research Center in Winchester, Mass. (pop. 20,810)

"Unlike the countries they came from, Americans have no national, racial, religious or aristocratic identity," Smith says. "They came to regard the flag as embodying the symbolism of the country and its unity. It is the thread of our national life, and Annin has been there longer than anyone else." ★

Warren D. Jorgensen is a freelance writer in Tarrytown, N.Y.

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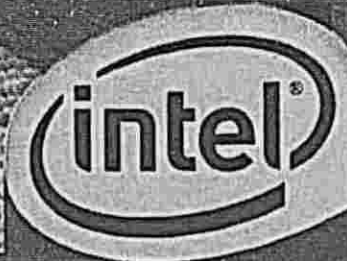
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WEEKLY
JOURNALS

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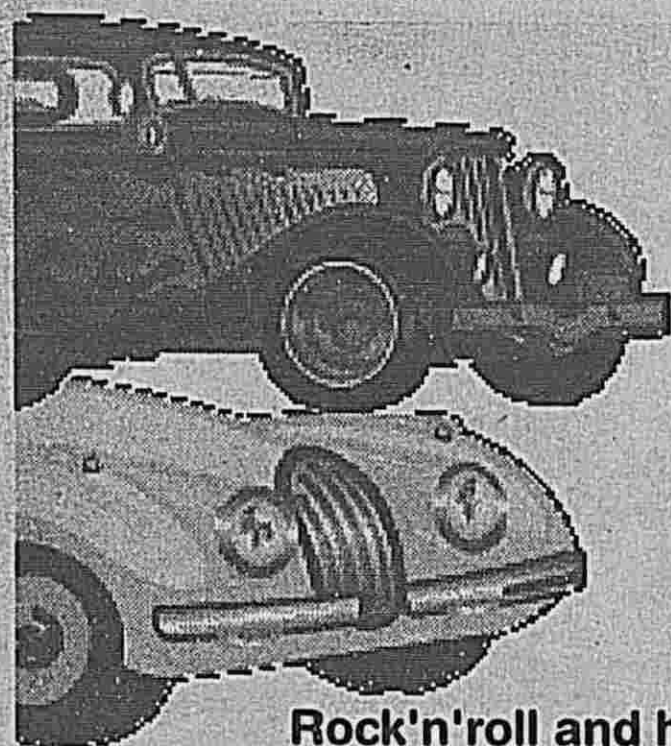
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8th Annual SCOOP THE LOOP *Downtown Waukegan*

Thursday, July 6-Saturday, July 8

Location
Downtown Waukegan

Hours:
Thursday - 6-11 p.m.
Friday - 5 p.m.-midnight
Saturday - 10 a.m.-midnight

Rock'n'roll and hot rods. More than 1,400 cars cruise the route each night. Car show including street rods, classic, muscle, antique, trucks and hot rods. Live DJ both days, vendors, refreshments and dancing.

For the eighth consecutive year, North Shore Rods, Inc. is proud to present Scoop The Loop 2006. This event has brought together all kinds of people from different walks of life to Waukegan for a wonderful weekend of living the past.

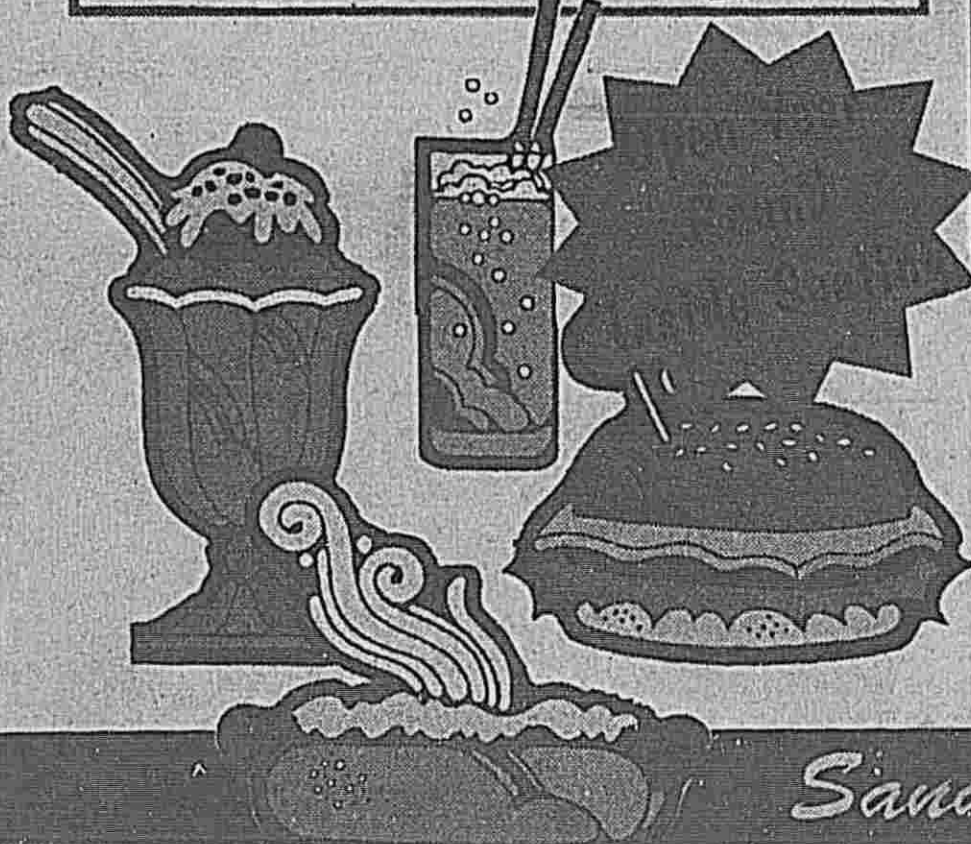
Once again Wind Waves and Wheels at the Harbor will be held.

Each year, the Scoop The Loop weekend event continues to grow with new attractions, vendors, and the cars! Street rods, hot rods and muscle cars galore are driven in the "Loop" of downtown Waukegan.

There will be plenty to see and lots to do this year, so make plans to come on July 6, 7 and 8 for Scoop The Loop 2006! Yes, that's right, once again there will be three days of fun-filled action.

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History of Scoop The Loop

It was happening in small towns and big cities across America. It began in the 50's. Sometimes it centered around a local drive-in. Food was brought to your car by waitresses on roller-

skates. Sometimes it centered around a movie theater or roller rink where the kids would hang out. This phenomenon...some called it cruising -- we called it "scoop'n".

We would ride round and round in a big loop that included only certain streets as part of the route we would take. Our cars were called hot rods, with the biggest engines we could build. Our pipes

were as loud as they legally could be. We decorated our cars with flames and scallops. Some were pin-striped. The paint was flawless and gleamed in the light of the night. Fuzzy dice swayed from our mirrors to the music of Dion blasting through our radios. We paved the street with burnout marks.

Our cars were like lures, enticing other drivers who didn't know what was under our hoods, to think about challenging our massive horsepower in a race down an abandoned highway. Our cars attracted girls who wanted their friends to see them being picked-up and driven around town. Hours would pass, along with gallons and gallons of gas.

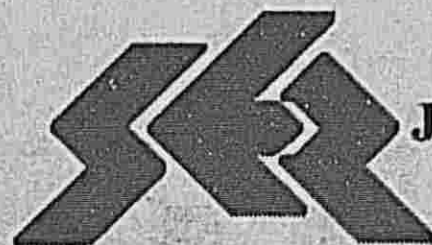
We think you've got the picture. Yep, those were the days, and we called it "scoop'n".

North Shore Rods, Inc. is interested in preserving those fond memories. In July of 1998, our non-profit organization once again introduced the nostalgic "scoop'n" concept as an annual weekend event. It was officially

named "Scoop The Loop". Just under 1,000 cars proudly paraded down the main street of Waukegan, Illinois. Forty thousand people lined the streets for blocks to watch the spectacular street rods, muscle cars, and even Grandpa's Model - T strut their stuff. A variety of great food was offered by vendors serving out of colorful tents. Ice cold beer, water and pop quenched the public's thirst. Children played games, made craft items and had their faces painted during "Kids Fest". The crowd got a close look at the vehicles on display in the huge classic car show. They got to vote for their favorites. People enjoyed the automotive exhibits, and danced the evenings away to the music of popular bands.

Ahhh yes, we thought we were very, very cool way back then. And, some of us think we're just as cool today. So once a year we re-live that happy and care-free time by "scoop'n" in Scoop The Loop.

**Come join us...
don't miss it!**




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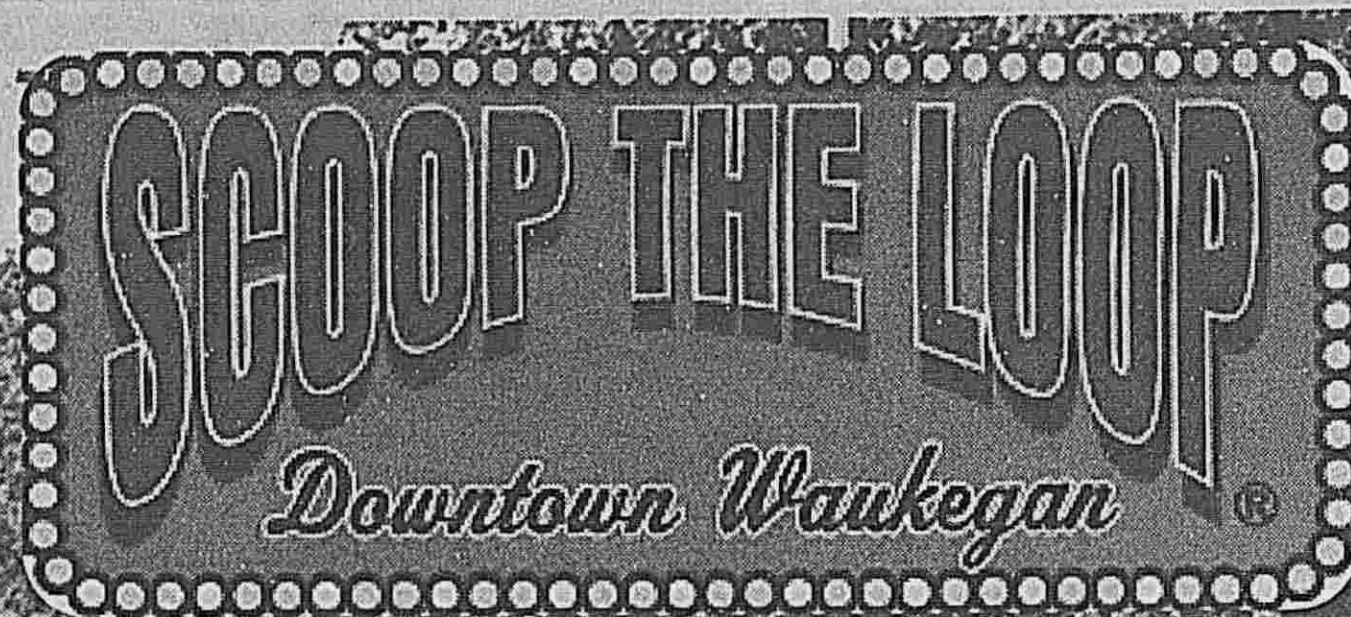
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Friday - July 7, 2006

5 p.m. to Midnight - Concessions
6 p.m. - Ribbon Cutting Ceremony
6 to 9 p.m. Open Scooping with D. J.
9 p.m. to Midnight -
(Clayton and County Street) -
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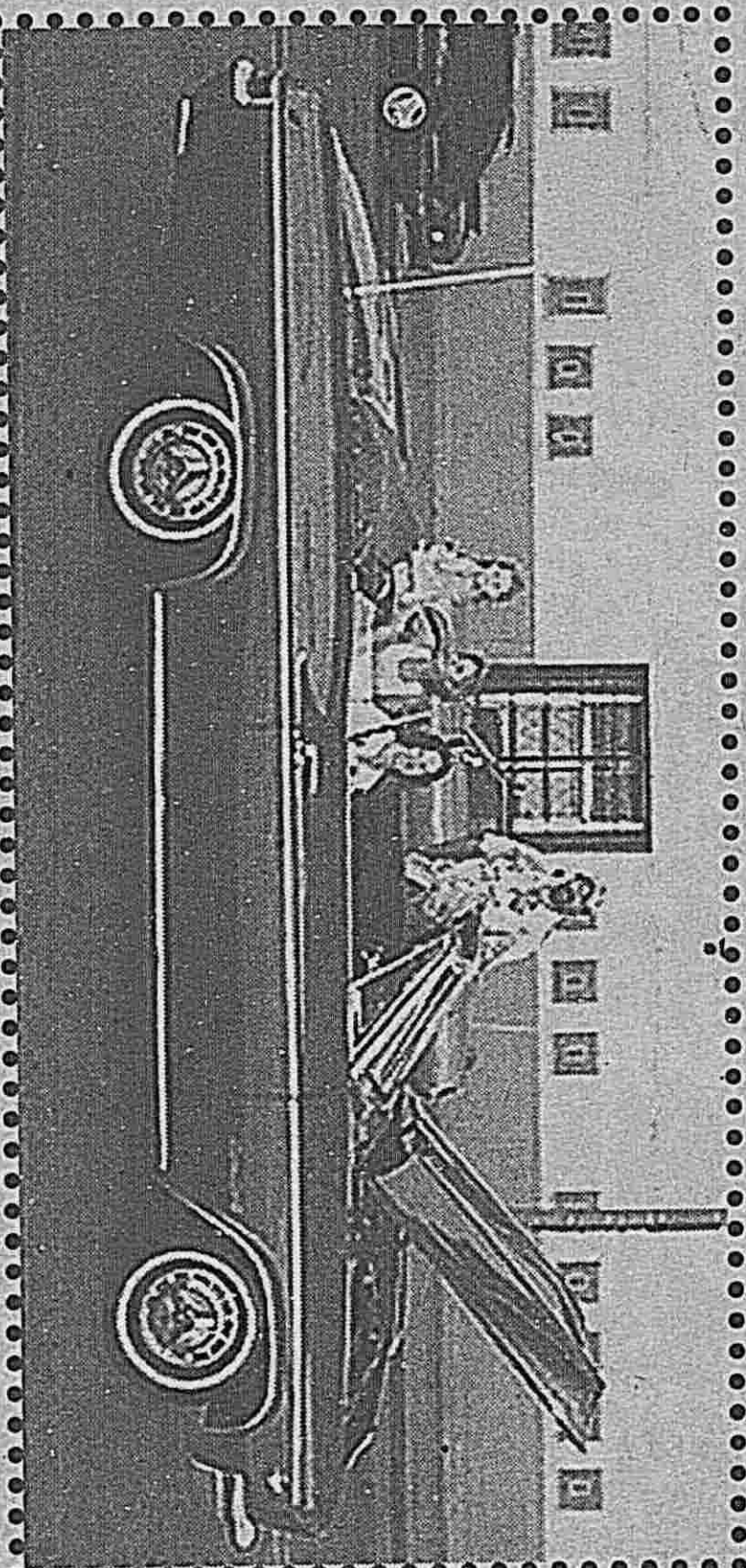
Saturday - July 8, 2006

10 a.m. to 4 p.m. - Clayton Street -
Kids Fest
10 a.m. to 4:30 p.m. - Classic Car Show
10 a.m. to Midnight - Concessions
5 to 6 p.m. - Show Car Scooping (ONLY)
6 to 9 p.m. - Open Scooping with D. J.
9 p.m. to Midnight -
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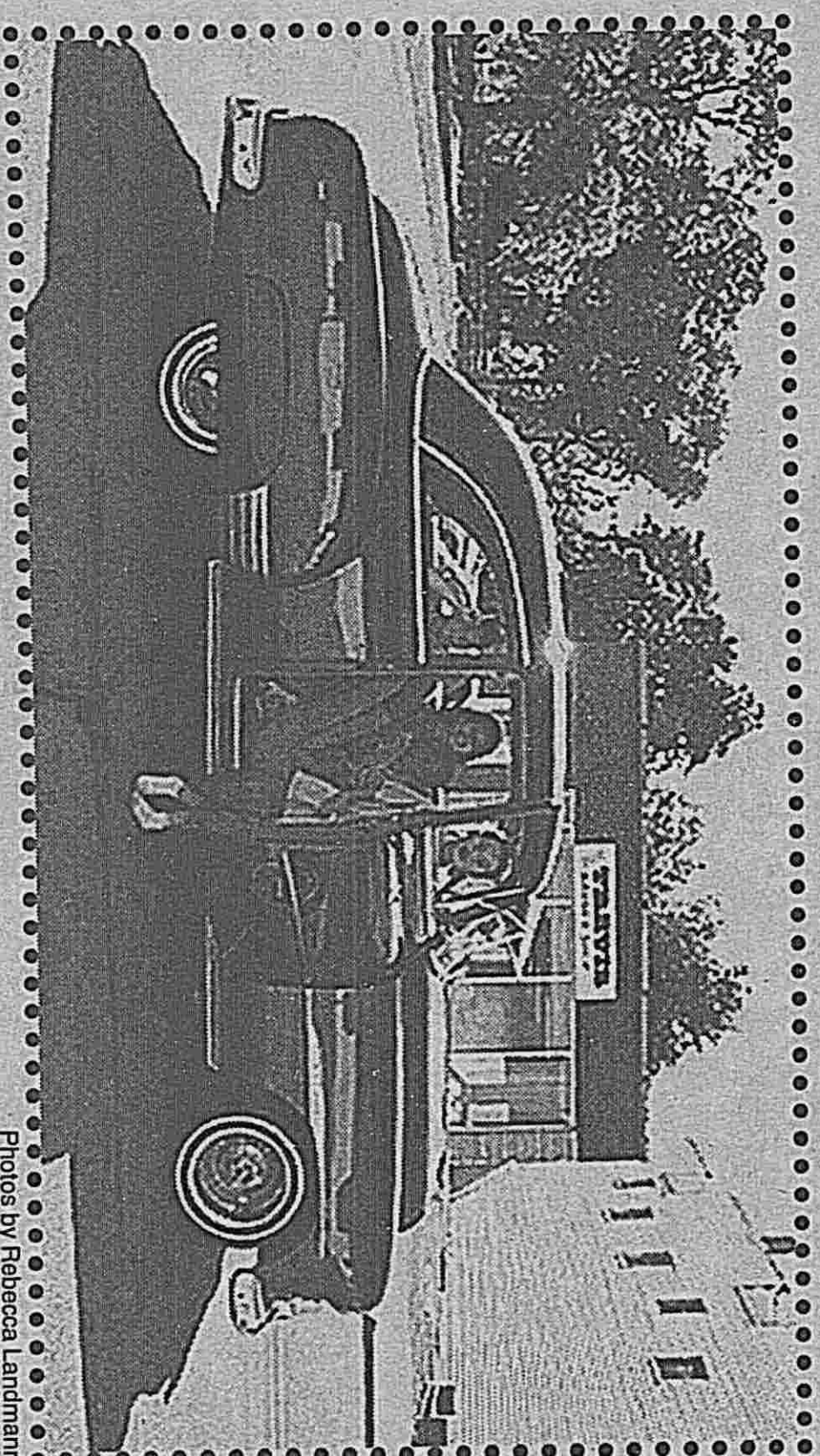
SCOOP THE LOOP

A walk down memory lane from year's past



Photos by Rebecca Landmann

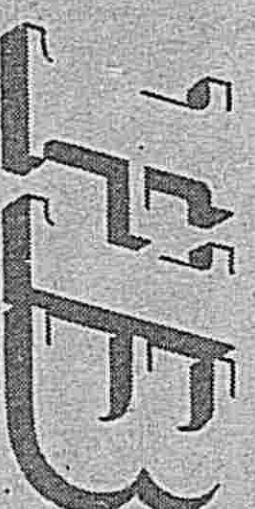
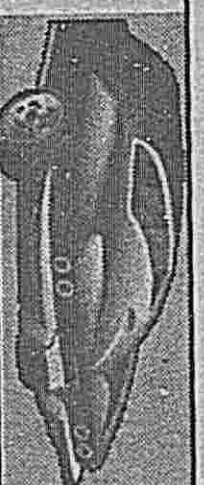
1966 Chevy Impala
Jaime and Cheryl Meadows, Waukegan



Photos by Rebecca Landmann

1951 Chevy Deluxe
Beto, Isabel, Adrain, Carlos Gallegos, Waukegan

More photos from the
past on page 9



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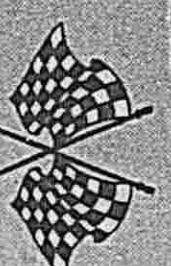
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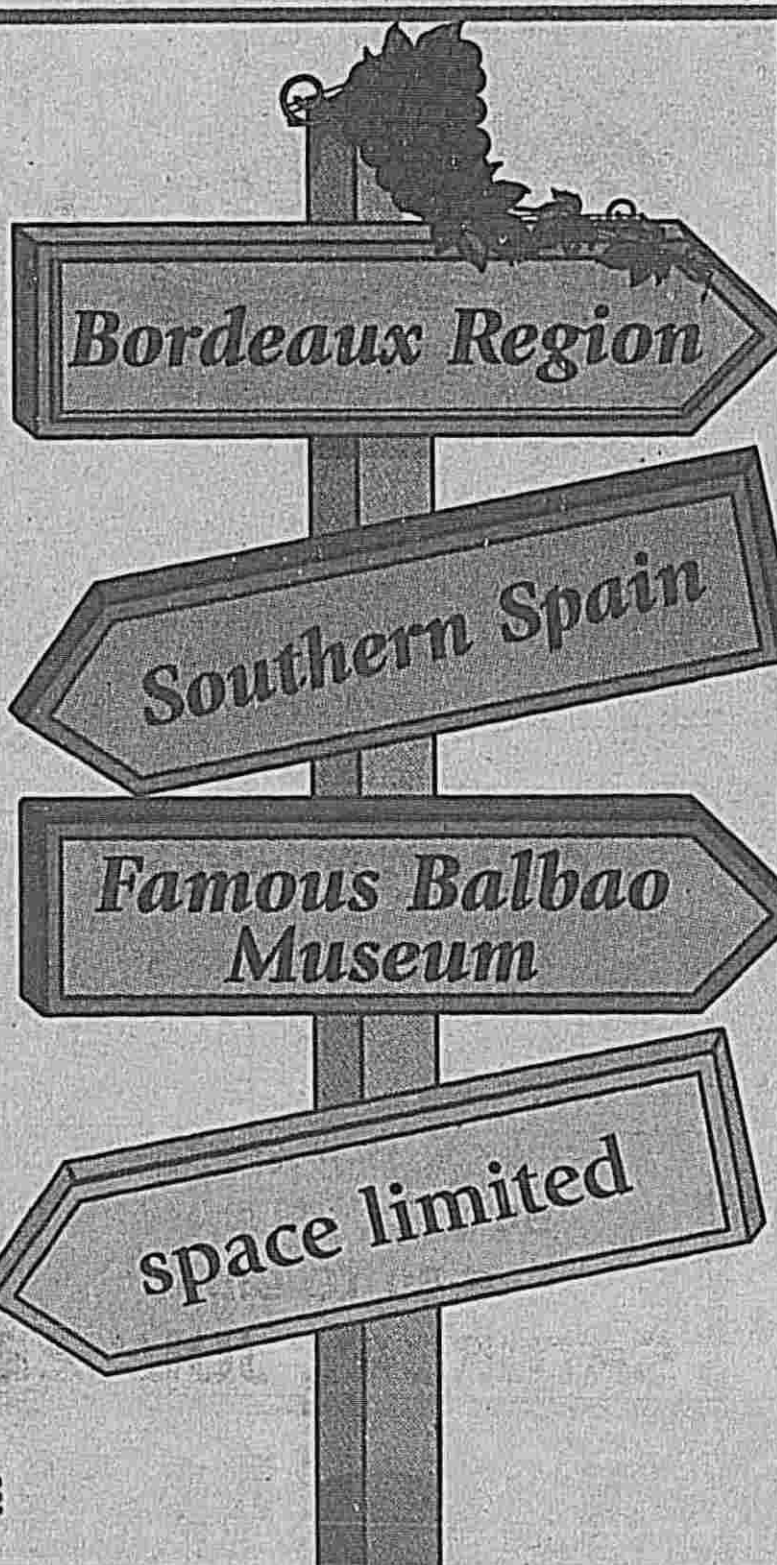
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Chronology of the Car

Now that summer is here, you probably want to get your car in tiptop shape for the old. Whether you take the car in for a tuneup, change the oil, or give it an interior and exterior wash, you will notice just how far your car has come from the days of the horse and buggy. Today's cars are a lot more advanced than ever before.

Do you remember a time when cars were not required to have automatic seat belts or air bags? How about when a new car cost less than \$600?

Take a short break from your car-care chores to relive the days when cars had a two-piece curved windshield and tail fins. The following events, courtesy of "Chronicle of the 20th Century" (DK), are some highlights of important events in the development of the modern car.

April 1908 -- U.S. Steel begins producing all-metal automobile wheels.

June 1919 -- New York inaugurates a written test for driver's license applicants.

November 1927 -- The price for a new Ford automobile jumps almost \$200 from \$385 to \$570.

February 1930 -- Traffic lights are installed at New York City intersections to protect pedestrians and drivers.

September 1948 -- The Cadillac comes complete with a two-piece curved windshield, a wide rear window, tail fins inspired by Lockheed's P-38 fighter aircraft and a Hydramatic automatic transmission.

July 1952 -- GM offers cars with an air cooling system.

March 1960 -- In New York, a car is displayed with a battery charged by solar cells.

December 1970 -- President Nixon signs a bill to cut automobile fumes 90 percent by 1977.

March 1971 -- Ford Motor Co. recalls Pintos due to an engine defect.

January 1974 -- President Nixon signs a bill for a 55 mph ceiling on the speed limit.

January 1975 -- Chrysler, GM and Ford -- the "Big Three" American automobile makers -- offer rebates to customers in an attempt to spur the sales of new cars.

September 1980 -- The Chevy Chevette, Ford Escort and Lincoln Mercury Lynx are the first U.S. cars to record 30 miles per gallon.

July 1984 -- United States announces air bags or automatic seat belts are required in cars by 1989.



In 1927, the price of the new Ford jumps almost \$200 from \$385 to \$570!

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1954 Chevy
Richie and Miguel Arroyo

Photos by Rebecca Landmann



Ford Skyliner
Jim and Jerry Sanato

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SCOOP THE LOOP



Photos by Rebecca Landmann

1938 Chevy Sedan
Jim Rodriguez, Waukegan

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at the annual Scoop The Loop
Street Rods • Classic • Muscle
• Antique • Trucks
• Hot Rods

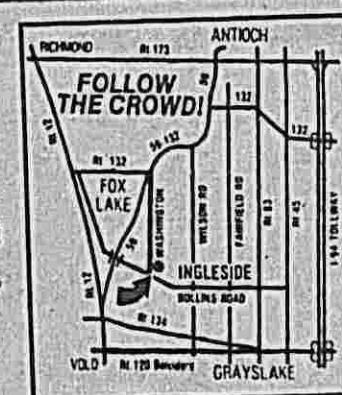
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In addition to the fact that event sponsorship helps offset operating expenses, it helps fund local scholarships, promote safety and maintain the interest in street rod building and exhibiting. Scoop The Loop is a great advertising opportunity for your business.

Between 80,000 and 160,000 people have attended the event in the last five years. We expect even more people to join us for Scoop The Loop 2006. Now we believe this in itself to be a pretty good advertising "bang-for-the-buck". But our sponsors reach even more people for up to a month in advance of the event through the newspaper ads we run and radio/television spots we air.

The following links outline the various cash levels of sponsorship opportunities and the tangibles you can expect in return. As you will see, there is wide range financial support you can offer. Keep in mind, that while

basically North Shore Rods, Inc. is asking you for a donation, coming on as a sponsor makes good business sense.

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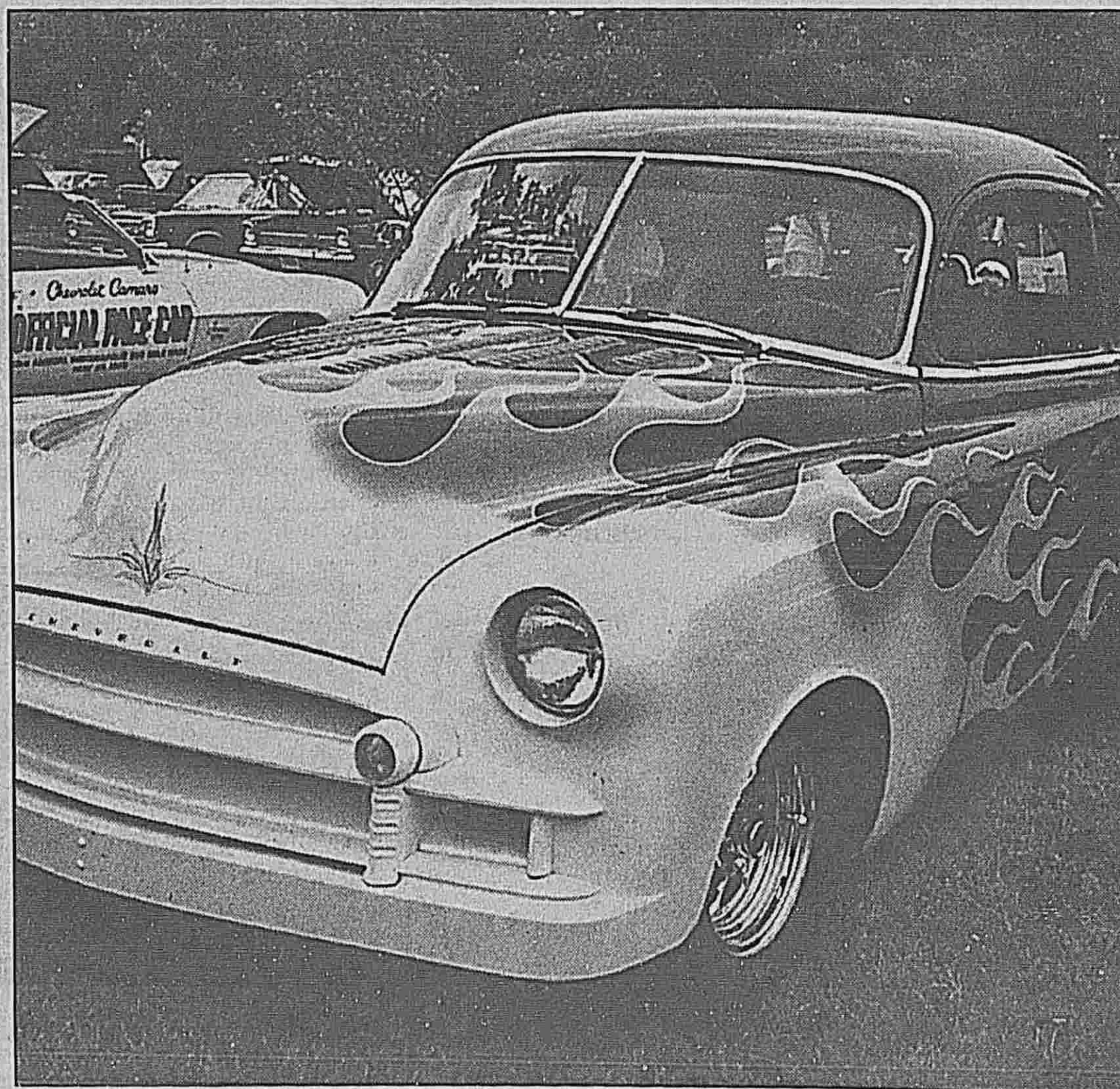
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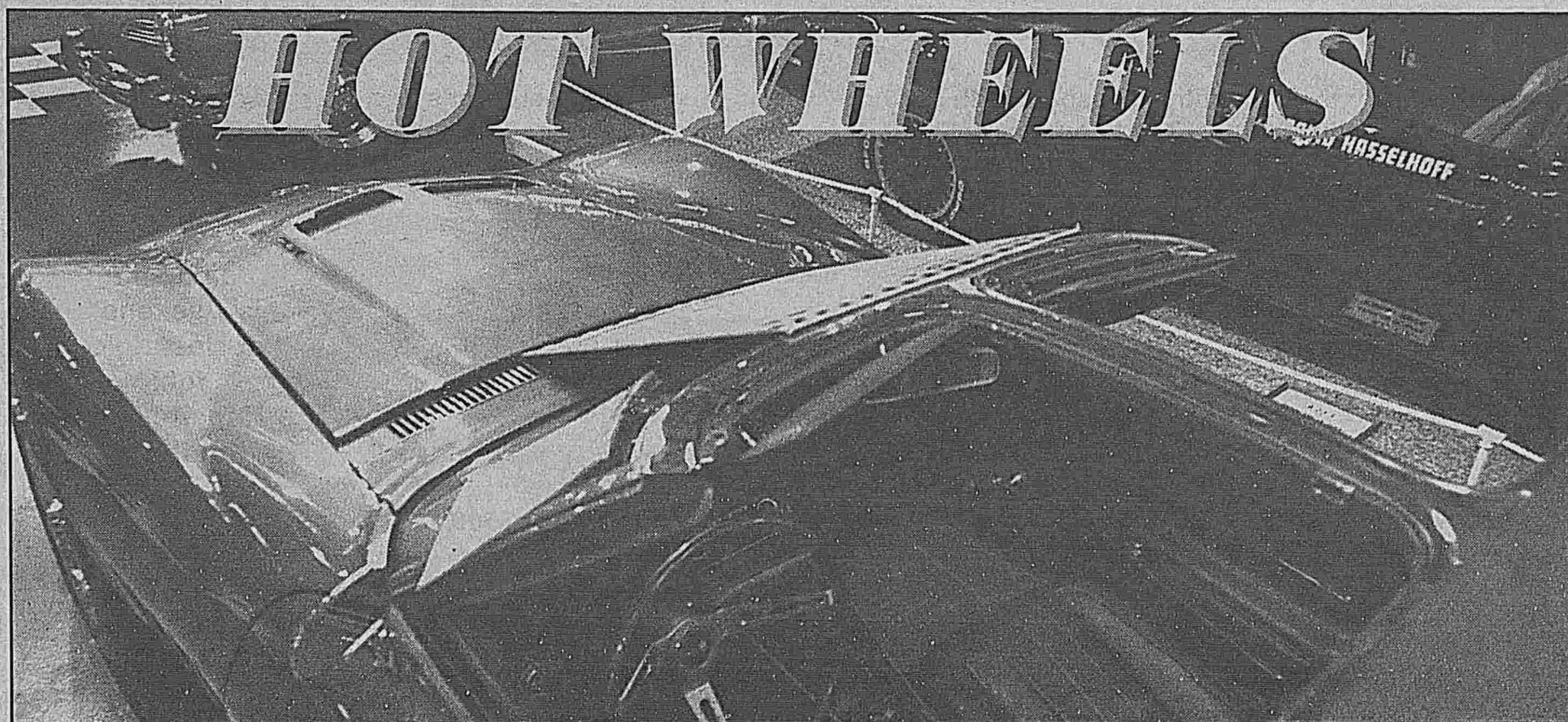
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Volo revs up for all car enthusiasts

By DANIEL J. PATRICK

dpatrick@nwnnewsgr.com

Few items rival the standing of the American automobile in its stature within popular culture. From Henry Ford's original automobile for the masses to big block, fire-breathing hot rods and muscle cars, there's nothing like turning the key and firing up the engine.

In Volo, there's a place to celebrate everything automotive for everyone. The Volo Auto Museum features every type of car that could ever have the words "classic" or "collector" attached to them. From 1960s Dodges to Duesenbergs, if it's ever captured the American imagination, there's probably an example there.

Museum patron Jason Bartz said he came to see Volo's impressive collection of 1960s and '70s Big Three muscle.

"I came here mostly for the classic cars, but what I like about it is the variety," museum patron Jason Bartz said. "My son, Jacob, appreciates some of the movie cars, but I like more of the classics. I'm still trying to get him interested in cars and I think a museum like this is a good way to get him into it."

Bartz must have been right on track because Jacob, 8, said he was having the time of his life in the museum. Among his favorites was the '66 Mustang from "The Son of the Mask," the cars from "The Flintstones" movies and one of his choices might surprise some.

"I like cars a lot, but my favorite is the Batmobile; it's really cool," Jacob said.

Young Jacob Bartz isn't alone in his assessment of the Volo Museum. Joe Lopez, museum director, estimates more than 500,000 visitors pass through the museum every year.

Stars of stage and screen

Muscle cars and hot rods aren't the only attractions as the museum features numerous automobiles from

classic and contemporary movies. Some of the more notable cars include the time machine DeLorean from "Back to the Future," the police car from "The Blues Brothers," the ECTO-1 car from "Ghostbusters" and "Eleanor," the '67 GT-500 Mustang from "Gone in 60 Seconds."

Big screen enthusiasts aren't the only ones with something to look at. Television fans also have a plethora of four-wheeled, small screen stars to enjoy as well. Some of the TV entries include the original Batmobile from "Batman," K.I.T.T. from "Knight Rider," the General Lee from "The Dukes of Hazzard" and other television legends.

"I like the Batmobile because I used to watch that show all the time," museum attendee Sasha Marks said. "I think it's wonderful to see all of these cars that you recognize from all the different movies and TV shows. I'm not normally a person who's interested in cars, but it's so much fun to see all of the movie cars."

All in all, there are more than 25 movie and television cars on display. In addition to the media entries, there also are several military vehicles ranging from vintage jeeps and tanks to helicopters along with military weapons and uniforms in "The Combat Zone" wing of the museum.

Dave Loveland, another museum visitor, also was drawn to the museum, not for its muscular entries, but for the fun of seeing some of the more famous automobiles in real life.

"Honestly, it's the movie stuff that brought me out here," Loveland said. "I'm really not much of a car guy, but it's great to see the Blues Brother's car and Herbie, because I loved those movies."

Largest collector car company

The museum part of Volo isn't the only piece as some lucky patrons can even drive away one of Volo's automobiles. Lopez estimates about 80 muscle cars are sold per month at Volo, making it the largest muscle

car dealer in America.

Volo cars range all across the map in selling price, category and rarity. The only thing that can control the buyer is their personal taste and the size of his or her wallet.

Prices range from a 1923 Ford Model T Roadster selling for just under \$10,000 to a 1991 Corvette ZR-1 for almost \$24,000 to big block classics breaking into the six-figure territory.

"We try to buy cars that are already restored because we like to get them and sell them in good condition," Lopez said. "We also do the 'Resto Mods' because they're getting really popular. You just can't beat the classic style and modern convenience of having modern technology in an older car."

Even some of the movie cars are up for sale at the museum. Among the Hollywood entries that could have new owners include several custom rides from "The Fast and the Furious" movie franchise and one of only 17 remaining General Lees from the original "Dukes of Hazzard" television series.

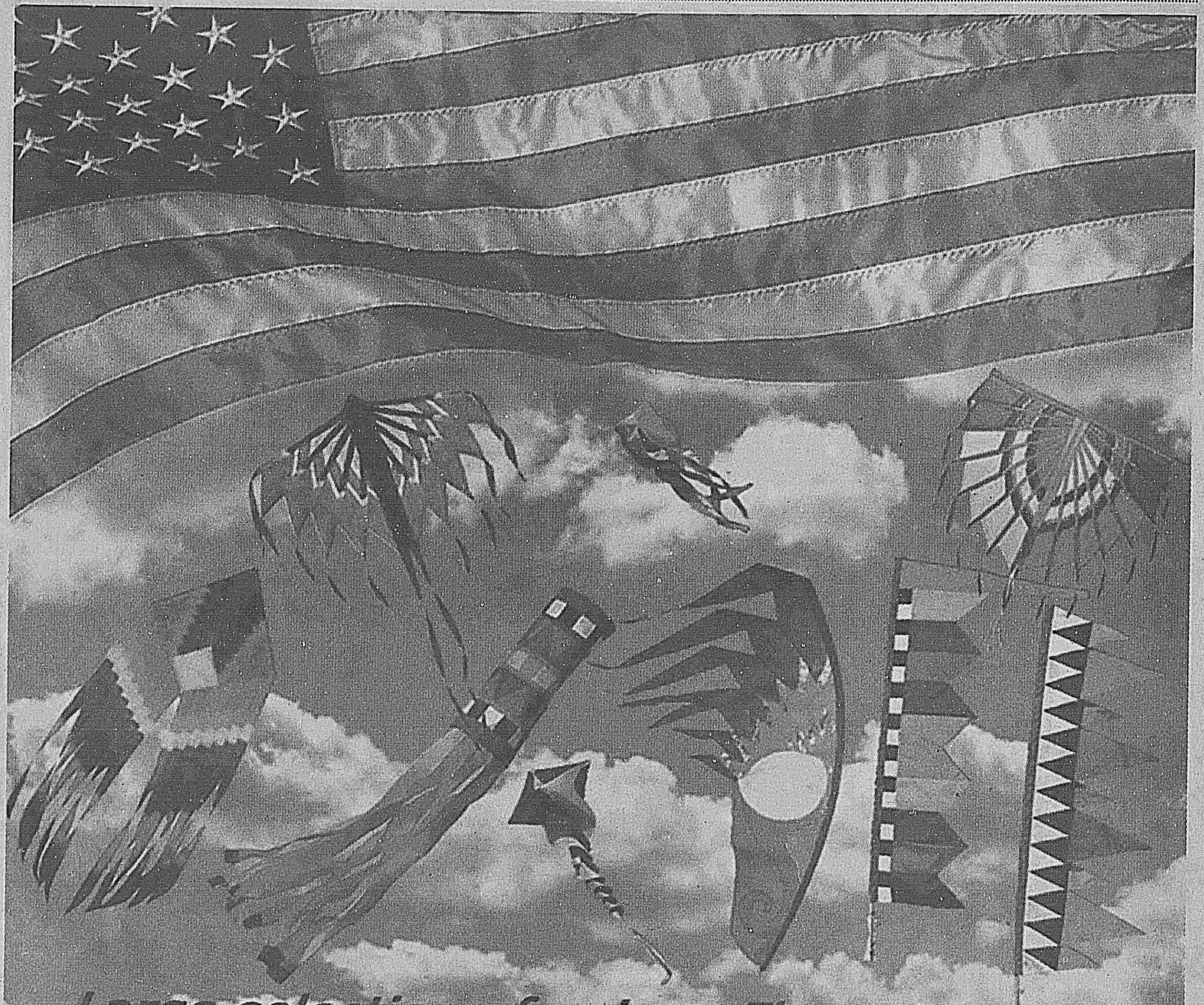
Something for everyone

While most won't be driving away in one of Volo's cars anytime soon, there always will be plenty to look at for all ages.

Brad Kincaid, 18, who toured the museum just after graduating from Naval basic training, liked what he saw at the Volo.

"We didn't think it was going to be this big and have this much to look at," Kincaid said. "It was really great to see all of the muscle cars, the movie cars, everything."

The Volo Auto Museum is located at 27582 Volo Village Road in Volo. The museum is open seven days a week from 10 a.m. to 5 p.m. Admission is \$8.95 for adults, \$6.95 for seniors and veterans and active military personnel, \$4.95 for children, ages 6 to 12, and free for children under 6.



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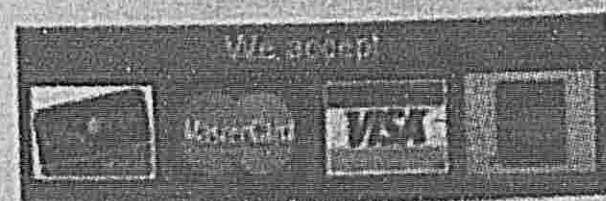
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ZR-1, ZO6, L-88, LS-7, C6- to the untrained eye, they're all nothing but a mumbo-jumbo of letters and numbers, yet for the members of the society of car lovers dedicated to the Chevrolet Corvette, they carry about as much significance as passages in the Bible. When General Motors unveiled the car at the 1952 Autorama, it's unlikely anyone foresaw the cultural impact the small, unassuming car would have on American culture.

For some Lake County residents, the love for the car goes beyond the rumble of the exhaust, gleam of the paint or the shock of the \$100,000-plus sticker price a pristine 1967 big block can fetch. The North Shore Corvette Club has elevated the common tie of simply driving the same brand of car to something higher - brotherhood.

"We all wave at each other and we always help each other out, it's very much like a family," club Vice President Hal Berger and proud owner

of a 2004 C5 said. "It's a social thing, it's something for those who want to talk about common interests and our (interest) is Corvettes."

The club now has more than 200 members peppered all over Lake County and northern Illinois at large. With roadtrips to Corvette shows across the country to simple meeting of the minds at club get-togethers, all members are united by their common love of their plastic, fantastic rides.

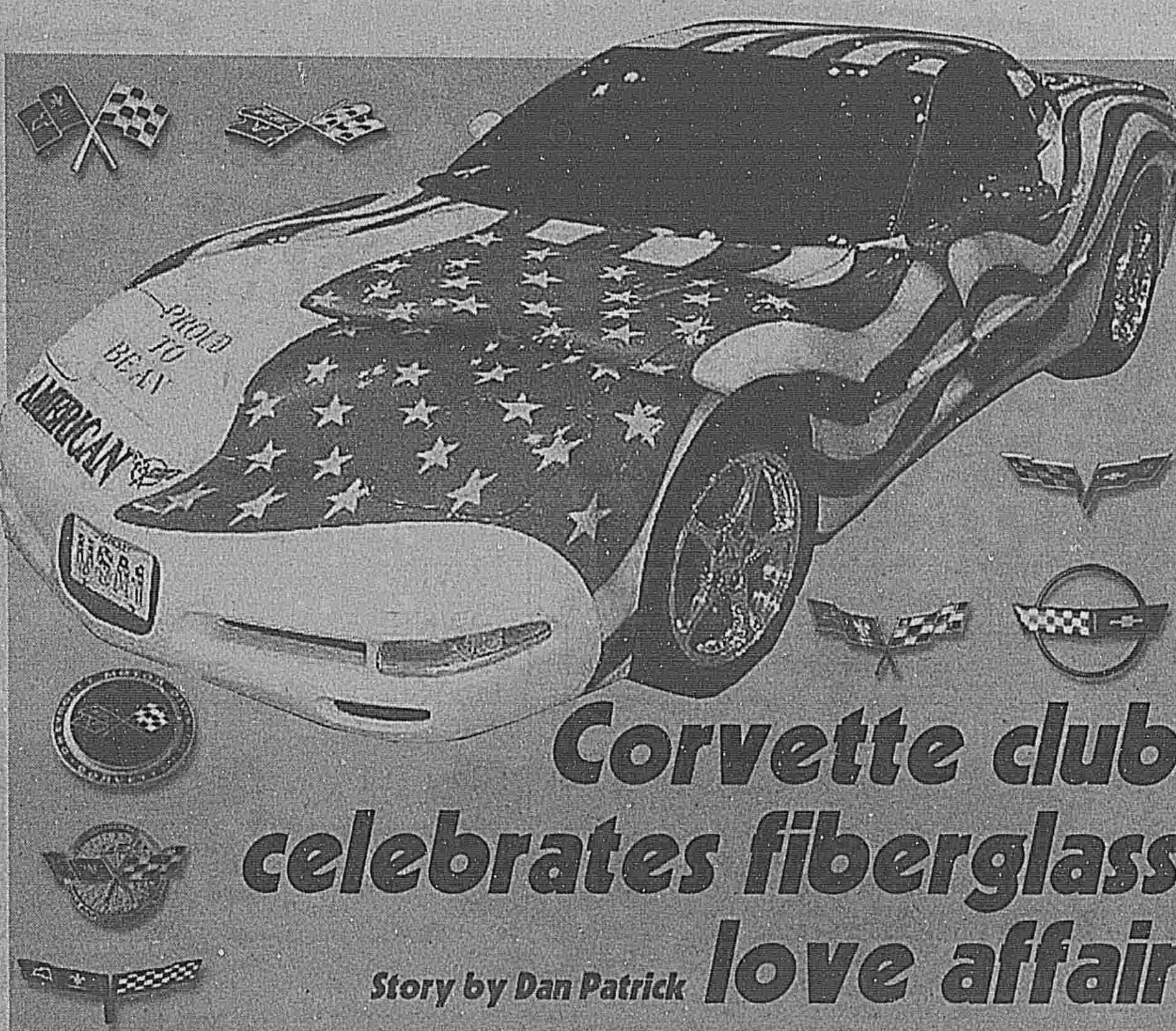
"Before I got my first Corvette, I saw a club participate in a parade in Palatine," member and proud owner of a 1989 convertible Tom Arbitson said. "Once I got my own Corvette, those meetings were the first place I went. I sat in on a few of the meetings and it didn't take me long to realize that it was a lot of fun to talk about our cars."

The club was started in 1973 and even has a full cabinet of administration and a professional website. The obsession runs so deep that a newsletter is also distributed amongst the members.

The rarest of the member cars includes a big block C2 (1963-1967) and first generation cars each valued at more than \$70,000 apiece. However, you don't need to be rich to belong to the club. With some fourth generation (1984-1996) cars fetching less than \$10,000, people don't have to be oil tycoons or Hawaiian private investigators to own one of the prized rides.

However, be forewarned - as soon as you turn the key and drive down the road, you become a part of the family with customs for all Corvette owners. The most prominent practice is simply waving to fellow Corvette drivers in passing. There are also pilgrimages to Vette landmarks such as the production plant and Museum in Bowling Green, Kentucky and to hundreds of shows across the country.

"The camaraderie is great and the knowledge base you have at these meetings is just amazing," Arbitson said. "When you have questions, you have people to answer them, if you want to go with some other Corvettes to see something, you can, if you want to caravan



Corvette club celebrates fiberglass love affair

Story by Dan Patrick

across the country, you can."

Arbitson said the ownership of the car is an instant passage into a family. The club is so tightly knit and mechanically-inclined that one member's blown engine was replaced with little cost by fellow North Shore members.

"Our membership chairman Debbie Monnier had blown up an engine and within a couple of days she had a knock on the door from a bunch of the other members with their tools in hand," Arbitson said. "They came with new parts and only said, 'You buy us pizza, we'll change your engine.'"

The group also gives members some piece of mind when looking for another Corvette. A rule with classic cars is to be wary of the seller, but with clubs such as this, a good sale can be guaranteed for both parties.

"Most of the cars stay in the club because they know the cars and they know the people," Berger said. "You never have to worry about a dishonest seller because you'll see them at the next meeting. We've also got members who know absolutely everything about these cars and will always help with problems."

"It's just a pleasure to share your thoughts about Corvettes with other people who understand the culture," Berger said. "Some people may not agree with buying cars like this, but I guarantee no Corvette owner is going to ask themselves 'Why didn't I buy a sedan?'"

For more information about the North Shore Corvette club, visit their Web site at www.northshorecorvetteclub.org.

So, you think you're a Corvette pro, eh? Well, let's take a test to show how much of a fan you are of the Red, White and Blue's original sports car.

- | | | | |
|--|--|--|---|
| 1. What was the first production model year for the Chevrolet Corvette?
A. 1951
B. 1953
C. 1955 | the Corvette's first year?
A. Red
B. White
C. Blue | Corvette C5-R to a fourth place overall finish in the 2001 24 Hours of Le Mans?
A. Dale Earnhardt
B. Richard Petty
C. Jeff Gordon | \$80,000 in its final year?
A. Zo6
B. Yenko Edition
C. ZR-1 |
| 2. What name did Corvettes from 1963-1967 carry with them?
A. Sting Ray
B. IROC-Z
C. Super Sport | 6. Where is the current Corvette production factory?
A. St. Louis, MO
B. Bowling Green, KY
C. Indianapolis, IN | 10. Who is credited with saving the Corvette program in 1955?
A. Harley Earl
B. Zora Arkus-Duntov
C. John Z. DeLorean | Score

0-3 You're a Ford fan, aren't you?

4-6 You might be better off in a Porsche... |
| 3. What was the only design designation available for the first generation of Corvettes?
A. Coupe
B. Convertible
C. Hatchback | 7. What model year was the first Corvette "big block" motor made available to the public?
A. 1959
B. 1965
C. 1971 | 11. What legendary Corvette engine was factory-rated at 430 horsepower from 1967-1969 when it actually produced more than 550?
A. LT-5
B. Blue Flame Six
C. L88 | 7-9 When Corvette people pass you by, they know to give you a wave

10-12 You've got plastic running in your veins! |
| 4. What signature material is the Corvette's body made from?
A. Carbon Fiber
B. Aluminum
C. Fiberglass | 8. What car was the Corvette's principal rival in the 1950's and early 60's?
A. Ford Thunderbird
B. Porsche 911
C. Chrysler 300 | 12. What modern high-powered Corvette ran from 1990-1995, costing more than | |
| 5. What was the only available factory color in | 9. Which NASCAR legend helped drive a | | |

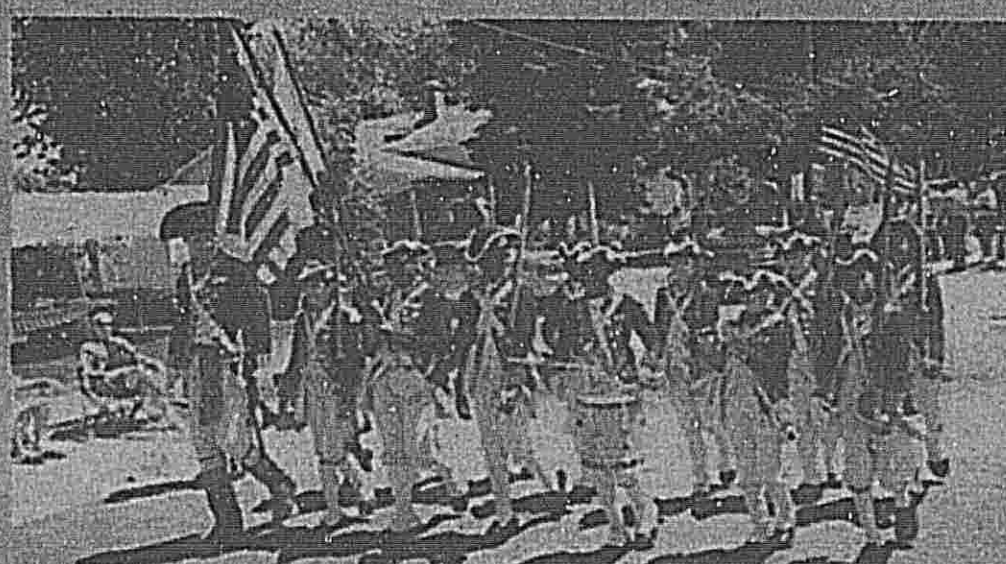
Answers: 1) B 2) A 3) C 4) B 5) B 6) B 7) B 8) A 9) B 10) A 11) C 12) C

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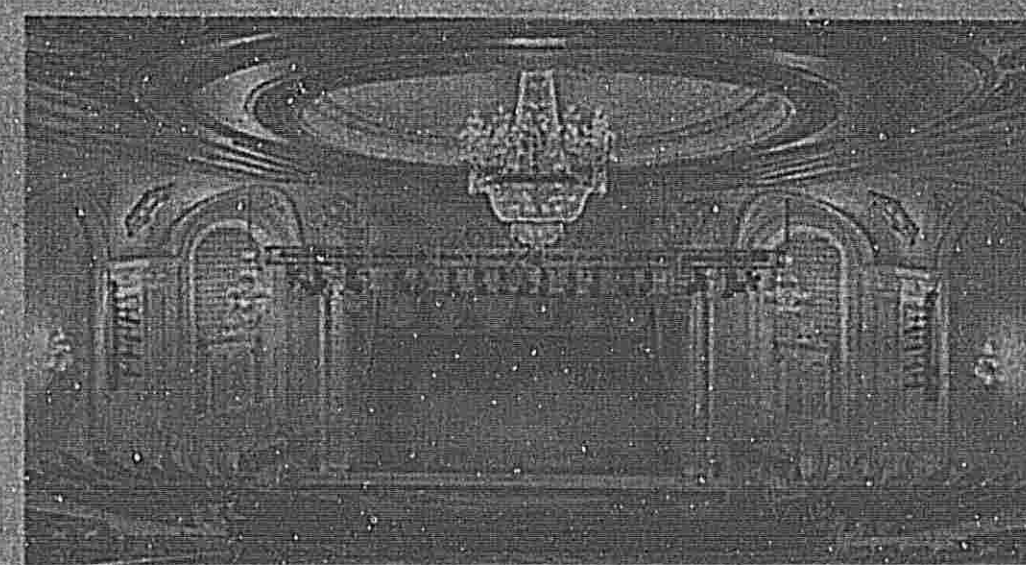
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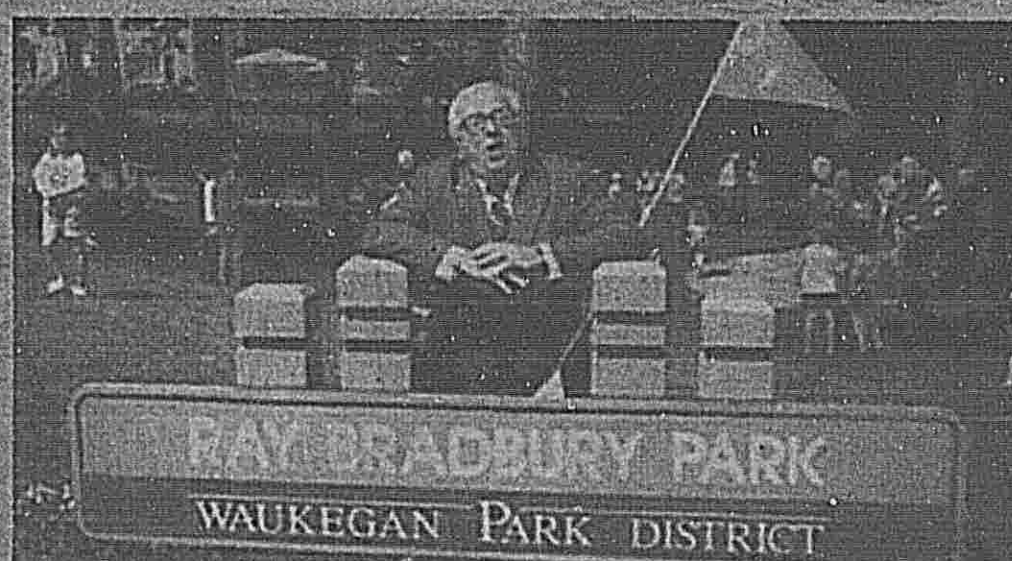
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